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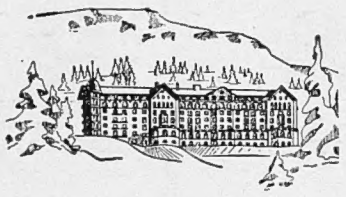

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Volume CCXLIII No. 3161

THE SPHERE

LONDON, December 31, 1960

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A ROYAL EVENING AT THE CIRCUS

The Queen is presented with a bouquet of orchids by Coco the clown, after her arrival at Olympia to attend a charity performance of the Bertram Mills Circus in aid of the Imperial Cancer Research Fund and the Central Council of Physical Recreation. With the Queen in the Royal Box were the Duke of Edinburgh, the Prince of Wales and a friend of Princess Anne. The Princess had to stay at home because of a cold. On the following day, the Queen and her family went to Sandringham where they are staying for the Christmas holiday. At the end of the holiday the Queen and the Duke set out on the first stage of their extensive programme of visits overseas which have been arranged for 1961. They will arrive in Delhi on January 21 to start the tour which will take them to Pakistan, Nepal and Iran. In May, they go to Italy and towards the end of the year to West Africa

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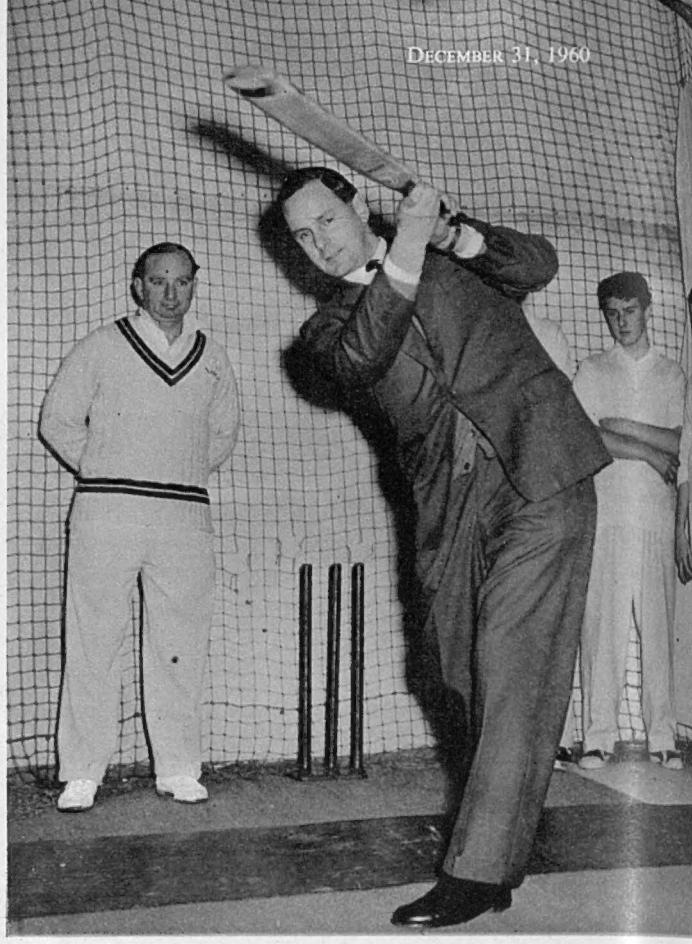
Princess Birgitta of Sweden and Prince Johann Georg of Hohenzollern are seen together after the recent announcement of their engagement. The Princess, who is twenty-three, is the second daughter of Princess Sibylla and Prince Gustaf Adolf, who was killed in an air crash in 1947. Prince Johann Georg is twenty-eight years old and is the son of Prince Frederick of Hohenzollern Sigmaringen and Princess Margareth of Saxony

A SWEDISH PRINCESS'S ENGAGEMENT



Far right: Peter May, the former England cricket captain, demonstrates a stroke to young cricketers during a visit to Allders Cricket School in Croydon, Surrey. On the left is the former Surrey County wicket-keeper, Arthur McIntyre, who is coach at the school. Peter May was unable to play cricket in the last season because of an injury to his back. He has been invited to lead Surrey County Cricket Club again next season

PETER MAY RETURNS TO CRICKET

NATO CONFERENCE—MR. HERTER, M. COUVE DE MURVILLE, GENERAL NORSTAD, LORD MOUNTBATTEN AND M. SPAAK

At the recent Nato Ministerial Conference in Paris, Mr. Herter, the U.S. Secretary of State, made the three-part proposal that: (1) Nato should discuss a control system in which several member countries should take part; (2) that the U.S. should offer to place five Polaris submarines under the aegis of the Supreme Allied Commander; and (3) that the Allies might purchase 100 more Polaris missiles than the number to which they were already committed. Reactions were varied to the U.S. proposals, which amounted to the formation of an integrated Nato nuclear strategic force. The Nato Ministers are due to meet again in May. By this time the Nato military committee will have reported and the permanent council of Nato will have considered the political aspects

UFFA FOX WITH HIS NEW BOAT

Mr. Uffa Fox (centre), the yacht designer and yachtsman, helps to carry a new sailing boat of his design down to the water. The first trials of the Junior Redwing, a clinker-built twelve-footer, were carried out near Inverness, with Mr. Fox at the helm. She was built at the Thornbush Slipway, in Inverness, by Mr. Frank Gale (left), a local yachtsman, and is designed to withstand difficult weather while sailing on exposed coasts. The boat, the first of a new class, is the first that Mr. Fox has designed exclusively for a Scottish firm. She is reputed to be a fast sailer. The Duke of Edinburgh's sailing adviser, Uffa Fox recently published a new book —*According to Uffa*—which is full of advice to the beginner in handling sailing boats

THE NEWS IN PICTURES

Over 1,000 people were reported to have been arrested after the riots caused by a religious dispute in the capital of South Korea. A newspaper published an article alleging that a halo which often appeared behind the head of the leader of the Changno Kyo sect while he was preaching was a fabrication. Members of the sect demanded a public retraction. This was refused by the newspaper, which claimed its statements were founded on "scientific research." A large crowd gathered outside the newspaper's offices and, in spite of a heavy police guard, swept into the building. Type in the printing shop was destroyed and books were thrown out of windows. Order was restored after police had fired tear gas bombs. The South Korean President, Mr. Po Sun Yun, issued an appeal to the nation to refrain from demonstrations

TEAR GAS IS USED TO DISPERSE "HALO" RIOTERS IN SEOUL, IN SOUTH KOREA

In forming his Cabinet President-elect John Kennedy produced several surprises. The chief were the appointment of his brother Robert as Attorney-General and of Mr. Douglas Dillon as Secretary of the Treasury. Mr. Dillon, a Republican, is at present Under-Secretary of State in the Eisenhower administration. It was understood Mr. Kennedy nominated Mr. Dillon as a means of showing there will be no radical change of U.S. financial policy under the new Administration. Other members of the Kennedy Cabinet are to be: Mr. Dean Rusk, Secretary of State; Mr. Robert Macnamara, Secretary of Defence; Mr. Arthur Goldberg, Secretary of Labour; Mr. Orville Freeman, Secretary of Agriculture; Mr. Luther Hodges, Secretary of Commerce; Mr. Abraham Ribicoff, Secretary of Health, Education and Welfare; Mr. Stewart Udall, Secretary of the Interior, and Mr. Edward Day, Postmaster-General. With an average age of forty-seven they will be the youngest U.S. cabinet of the century. In President Eisenhower's first cabinet the average age was fifty-eight and in President Truman's fifty-one. It is understood that Mr. Kennedy may accord Cabinet status to Mr. Stevenson, his Ambassador to U.N. The next President was formally elected by the Electoral College shortly before Christmas

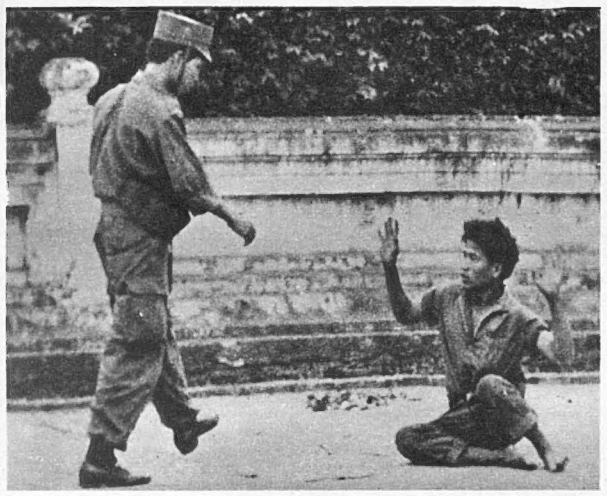
PRESIDENT-ELECT KENNEDY AND HIS BROTHER ROBERT

MR. DILLON, NEXT SECRETARY OF THE TREASURY

Vice-President Macapagal of the Philippines looks through a telescope in a gun emplacement on Quemoy, the Nationalist Chinese island close to the mainland of China. He was on a visit to Formosa. Quemoy is one of the offshore outposts in which the Nationalists maintain strong forces and from which they often exchange fire with the Red guns on the coast

A VISITOR FROM THE PHILIPPINES TO A CHIANG KAI-SHEK OUTPOST OFF RED CHINA

President de Gaulle is with some of the guests at a children's party in the Elysée Palace in Paris. This was one of his few moments of relaxation in the days before Christmas. In a nationwide television appearance on December 20 he asked for a massive "yes" in the referendum next month on his proposals for an "Algerian Algeria"



A soldier of General Nosavan's Right-Wing forces approaches a looter in Vientiane, the administrative capital of Laos. **Right:** After defeating Left-Wing forces and capturing Vientiane, General Nosavan (left) and Prince Boun Oum (right), Prime Minister of the Provisional Government, are wreathed in smiles. The U.S. and Britain protested to the U.S.S.R. over the Soviet airlift of weapons and ammunition to Left-Wing forces in Laos. Later, the American State Department announced that military aid to Laos, suspended on November 30, would be resumed

Members of the United Nations Reconciliation Mission to Congo arrive by helicopter in Leopoldville. From the left they are: Mr: Ato (Ethiopia); Mr. Dayal (India), who is the U.N. special representative in Congo; Mr. Sopiee (Malaya), Vice-Chairman of the Mission; Mr. Wachuku (Nigeria), the Chairman, and Hr. Linner (Sweden). The situation on their arrival was that President Kasavubu was recognised by the majority of the United Nations but Mr. Tshombe, in separatist Katanga, had the support of Belgium, while Russia and her Satellites and the United Arab Republic were among those openly backing Mr. Gizenga, the champion of Mr. Lumumba, in Stanleyville

NEWS

JANUARY

The Republic of **Cameroun**, in West Africa, became the first new independent State of the year. The proclamation of independence was accompanied by outbreaks of violence. Mr. Macmillan set out on a month's tour of Africa. In Rhodesia and Nyasaland he was met by strong anti-Federation demonstrations by Africans. (A judicial inquiry later in the year found that allegations of police brutality against demonstrators at Blantyre were not substantiated.) In **Algiers** there was an insurrection by Settlers against President de Gaulle's Algerian policy. After seven days the insurgents surrendered. In London the round-table conference on the hand-over of power in **Cyprus** ran into difficulties.

FEBRUARY

Mr. Macmillan made his "Wind of Change" speech to a joint Parliamentary session in **Cape Town.** The Monckton Commission arrived in **Rhodesia** to review the constitution of the Federation of Rhodesia and Nyasaland. (It later reported that in some circumstances secession from the Federation might be advisable.) In **London,** the Kenya Conference, under the chairmanship of Mr. Macleod, the Colonial Secretary, agreed on a number of constitutional changes. In **Brussels,** Mr. Lumumba, having been released from prison, attended the conference on independence for the Congo. In **London,** Queen Elizabeth gave birth to a second son, to be named Prince Andrew.

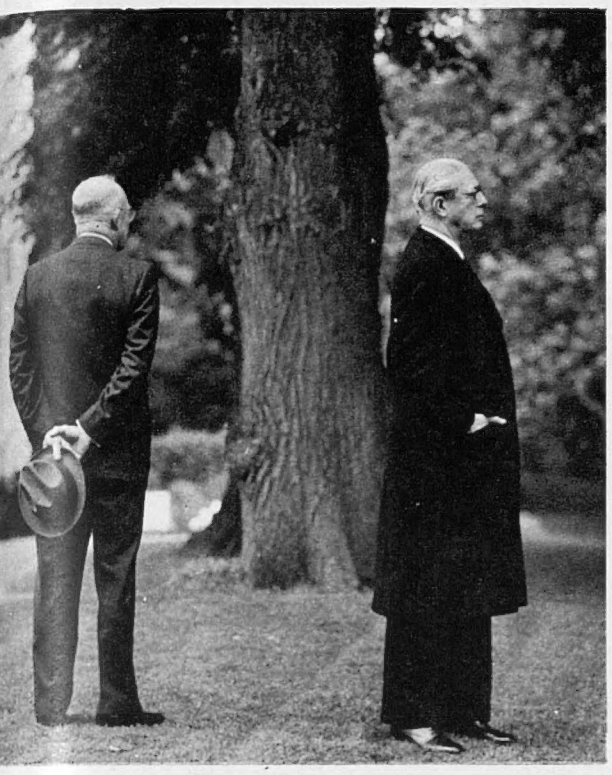
MARCH

An American space satellite, Pioneer V, was launched from **Cape Canaveral** into orbit round the sun. It transmitted radio signals over a distance of more than 1,000,000 miles. Mr. Khrushchev visited **France** at President de Gaulle's invitation: in his speeches, he frequently warned against "German militarism." In the U.S. Mr. Macmillan had talks with President Eisenhower at **Camp David:** agreement was reached in principle on a moratorium on nuclear tests. The meeting was held as a result of proposals made at the three-Power **Geneva** conference on discontinuing nuclear weapon tests. In South Africa, police fired on a large number of Africans at **Sharpeville,** during the agitation against the pass laws: sixty-seven Africans were killed and 186 wounded.

APRIL

In **Johannesburg,** a white man attempted to assassinate Dr. Verwoerd, the South African Prime Minister. He was struck at point-blank range by two bullets, but recovered. After violent student rioting in **South Korea,** President Syngman Rhee and his Cabinet resigned. (Dr. Chang, one of the leaders in the President's overthrow, later became Prime Minister.) There were riots in **South Vietnam** against the rule of President Diem at the same time. Mr. Macleod visited **Nyasaland** to discuss constitutional changes. Dr. Hastings Banda was released from prison: he later became leader of the African Nationalists in Nyasaland. In **London** plans were announced for the British colony and protectorate of **Sierra Leone** to become independent in 1961.

SUMMARY FOR 1960



Hopes fade for a Summit. President Eisenhower and Mr. Macmillan in a garden in Paris last May

MAY

At the beginning of the month Mr. Khrushchev announced in **Moscow** that a U.S. U-2 reconnaissance aircraft had been shot down during a "spy flight" over Soviet territory. A few days later the U-2 incident put paid to the Summit Conference in **Paris,** on which so many hopes had been placed. Mr. Macmillan, President Eisenhower, President de Gaulle and Mr. Khrushchev assembled there in a blaze of publicity. Any chance of serious talks broke down at once when the Soviet Premier demanded a public apology from America for the U-2 affair. Russian internal politics and relations with China were thought to have motivated his attitude. A military coup in **Turkey,** headed by General Gursel, took over the Government from Mr. Menderes, who later in the year was put on trial with many of his colleagues. Agreement was reached for British Somaliland to become independent during the next month and to join in the new State of **Somalia** on July 1. In **London** Princess Margaret married Mr. Antony Armstrong-Jones.

JUNE

Serious anti-American riots in **Tokyo** while the United States-Japanese Treaty was being ratified caused President Eisenhower to cancel his visit to Japan on his tour of the Far East. A consequence of the previous month's Summit failure was the walk-out of the five Soviet bloc delegates from the Ten-Power Disarmament Conference in **Geneva.** After nearly six years of the civil war in Algeria representatives of the French Government and the Algerian Nationalists met near **Paris.** Their talks were fruitless. At a conference in **Bucharest** the differences between the Russian and the Chinese Communists were openly ventilated. Earthquakes in **Chile** were among the most serious natural disasters of the year.

JULY

The independence of **Congo,** the former Belgian territory, on July 1 was possibly the event which was to have the most far-reaching effects on the rest of the year. Before the formal transference of power, Congolese troops had been running riot and various political factions were engaged in violent rivalry. Many Europeans fled the country. The Government of President Kasavubu and Prime Minister Mr. Lumumba appealed for U.N. assistance after the Army mutinied. Mr. Tshombe announced he had become leader of the breakaway province of Katanga. **Cyprus** became independent after long negotiations. In **Britain** Mr. Bevan died after a long illness. His death coincided with disputes in the Labour Party over nationalisation, unilateral disarmament and Mr. Gaitskell's leadership. Mr. Heathcoat Amory's resignation as Chancellor of the Exchequer led to a certain number of Cabinet changes. In the **United States,** the Democrats nominated Mr. Kennedy their Presidential candidate and the Republicans Mr. Nixon. In **Ceylon,** Mrs. Bandaranaike became the first woman Prime Minister in modern history.

A beating-up in Leopoldville. One of the innumerable scenes of violence after Congo's independence

AUGUST

In **Moscow,** the shot-down U-2 pilot, Francis Powers, was sentenced to ten years loss of liberty. A surprise coup in **Laos,** led by Captain Kong Lae, a paratrooper, overthrew the Right-Wing Government. Prince Souvanna Phouma formed a neutralist Government. Guerilla operations by Right Wing and by Communist forces were intensified. The United Nations in the **Congo** extended its operations into Katanga. **Britain** suffered a series of strikes, by seamen and others. The seventeenth Olympic Games started in **Rome.**

SEPTEMBER

Heads of State and Governments arrived in **New York** for the United Nations General Assembly. Mr. Khrushchev, who had brought with him a shipload of political Satellites, took the limelight, with Dr. Castro of Cuba. Both made violent speeches in the Assembly and the Russian bloc introduced the desk-rapping technique to show disapproval of certain other speakers. **Congo** was the cause of many heated debates. In that country, Mr. Lumumba had been dismissed as Prime Minister by President Kasavubu and the situation was rapidly deteriorating. In **Amman** the explosion of two time-bombs killed the Prime Minister of Jordan, Hazza Majali. The U.A.R. was accused of complicity.

OCTOBER

Speech-making continued in the U.N. in New York. **Nigeria** became independent and was admitted to the U.N. A referendum was held in **South Africa** as a result of which the Union is to become a Republic. In **Congo,** the strife between the warring factions grew even more bitter. Mr. Lumumba was confined to his house and Colonel Mobutu, the military leader, was in control. As a result of the Labour Party Conference at **Scarborough,** the rift between Mr. Gaitskell and the unilateralists was widened.

NOVEMBER

Mr. John Kennedy was elected President of the **United States.** President de Gaulle announced in **Paris** his intention of holding a national referendum asking support for his Algerian policy at the beginning of 1961. In **Cuba** Dr. Castro continued on his policy of expropriating U.S. property. Economists in **Britain** generally considered the recession in the car industry to be only temporary.

DECEMBER

The Archbishop of Canterbury had an informal meeting with the Pope in the **Vatican.** Earlier Dr. Fisher had visited **Jerusalem** and **Istanbul,** where he had talks with the Œcumenical Patriarch of the Orthodox Church. In **Moscow** a conference of representatives of Communist parties from all over the world (except Yugoslavia) agreed on a policy of "peaceful co-existence" in competition with Capitalism, but at the same time indicated a tougher-than-ever policy towards the West. A revolt against Haile Selassie in **Ethiopia** failed. King Mahendra suspended Parliamentary government in **Nepal.** In **Laos** Prince Souvanna fled the country and, after fighting between the Right and Left forces, Prince Boun Oum and General Nosavan, the Right Wing leaders, claimed power. In **Algeria** President de Gaulle's visit caused serious riots but he continued with his referendum plan. The U.N. adjourned in **New York,** having achieved no unity on the Congo problem. Mr. Lumumba escaped from **Leopoldville** and was arrested by Mobutu's troops. In **London** the Rhodesia-Nyasaland conference met and adjourned. A reorganisation was announced for the railways of **Britain.** King Saud, of Saudi Arabia, announced in **Mecca** he had taken over full power.

NEW YORK: The shattered tailplane of a DC8 jet airliner lies among the wreckage in Brooklyn, after a mid-air collision with another airliner

A CHAPTER OF TRAGEDIES

MUNICH: In the city centre, a gutted tram still smoulders after a transport plane crashed on to the street

Disasters on the sea and in the air cast a pall over the fortnight before Christmas. In a snowstorm over Staten Island, New York, a United Airlines DC8 jet airliner and a Trans-World Constellation airliner collided, in the worst disaster in aviation history. Both airliners were under air traffic control: the DC8 was making its approach to Idlewild Airport and the Constellation was on its way to La Guardia. They were supposed to be on parallel landing approach patterns 1,000 ft. apart in altitude. The DC8 fell on a block of flats in Brooklyn, killing and injuring people in the densely-populated area. About 140 people lost their lives.

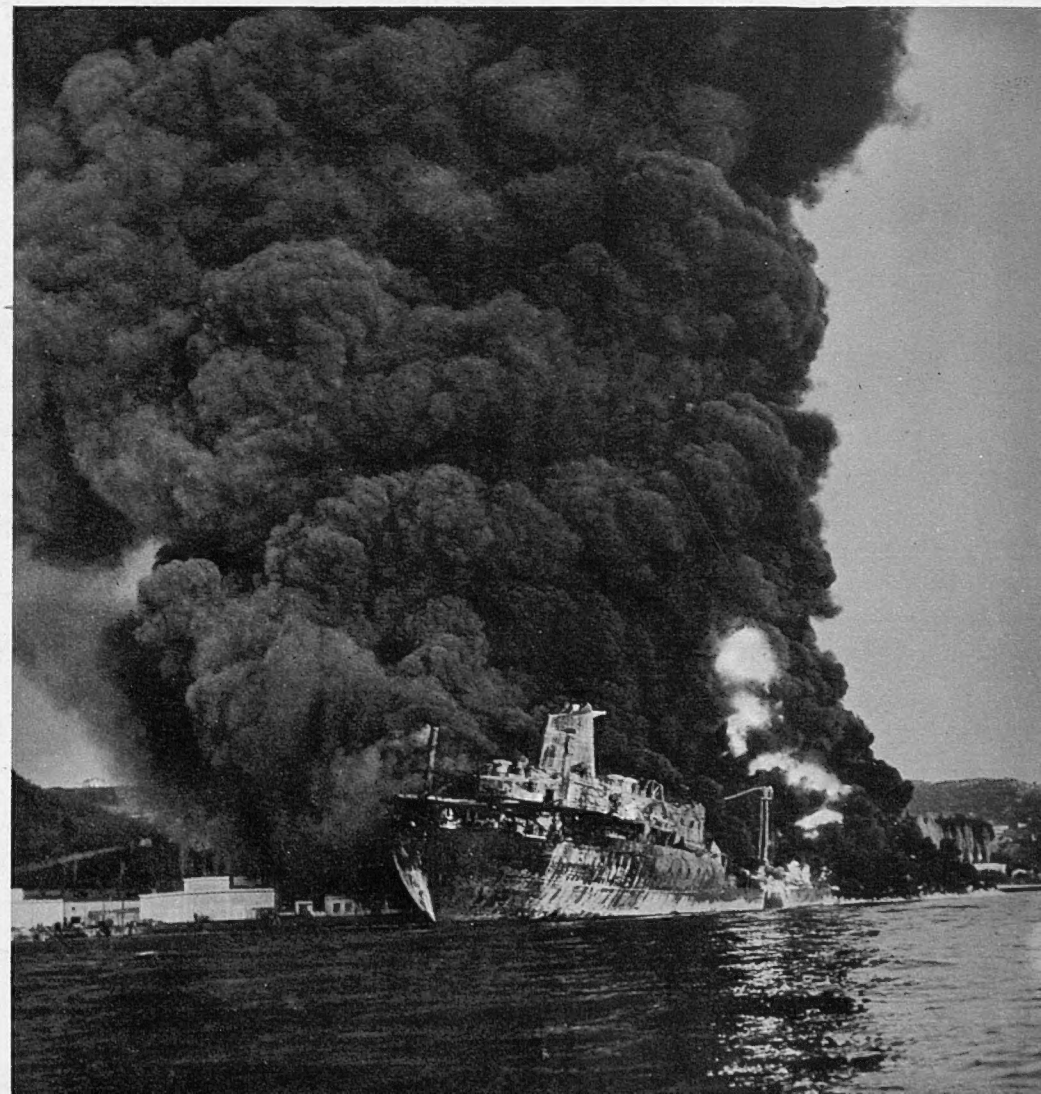
Less than 24 hours after the New York disaster, a U.S. Air Force twin-engined Convair transport bound for Northolt crashed on to a tramcar in the centre of Munich. The accident occurred shortly after the plane took off from Riem airport in foggy weather: the pilot reported engine trouble and the aircraft struck the spire of St. Paul's in Martingreifstrasse. Fuel from the plane set the tramcar on fire. Nearly fifty people were killed—the passengers and crew of the plane and a number of shoppers.

A few days previously, two large tankers, the *Petar Zoranic*, of Yugoslavia, and the *World Harmony*, of Greece, collided in the Bosporus. Twenty thousand tons of petrol and naphtha on the *Petar Zoranic* caught fire and the blazing vessel drifted into a Turkish liner, the *Tarsus*. For a time the Bosporus was closed to shipping after the collision in which fifty people died.

New York was the scene of another shipping tragedy. In Brooklyn Navy Yard, the gigantic new aircraft carrier *Constellation* caught fire as thousands of workmen were engaged in her completion. She burned for sixteen hours and about fifty workmen were killed. Rescue work was hampered by a snowstorm. At one time flames spread along 700 ft. of the flight-deck.

NEW YORK: A vast pall of smoke rises from the blazing U.S. Navy aircraft-carrier *Constellation*, which caught fire as she was nearing completion in Brooklyn Navy Yard

ITALY: The wreckage of two trains lies on the line between Brescia and Milan at Ospitaletto. Four people lost their lives in the collision



THE BOSPORUS: The Yugoslav tanker *Petar Zoranic* lies aground burning furiously after having been in collision with another tanker

JOHN CONNELL

A YEAR OF TRAGEDY

It is across twenty years and more—to 1938—that I find I must look back for any comparison with the feelings by which, so far as Africa is concerned, I am beset in these last hours of 1960. The one momentous step that is forbidden to us all, whether we conduct or whether we comment upon public affairs, is to go back to some decisive cross-roads and begin all over again. We may be granted a second chance; what we can never do is to escape the consequences of a first chance, decisively but wrongly taken.

The year 1960, you will remember, was to have been Africa's year of destiny. In a sense this is what it has been; but not in the sense that was meant in all the glowing, optimistic speeches of a twelve-month ago. It has not been an *annus mirabilis*; it has been a 1938, a year whose evil effects it may take a deal of agony, toil and time to counteract. We cannot by any means yet see it in the perspective of history; but I very much doubt whether that will greatly alter this immediate, and admittedly subjective and intuitive, verdict.

When in 1959 I ventured, on this page, to make a sombrely critical analysis of the effects of the precipitate and total withdrawal of imperial authority in Africa, I involved myself in protracted correspondence with an earnest and enthusiastic young man in (I think) Sussex, who rebuked me for my cynical pessimism and lack of vision. It seemed to him that I emphasised all the risky and dangerous factors in the transfer of power to African hands, and was stubbornly and perversely blind to the bright, ennobling opportunities which it offered. What struck me most forcibly about my correspondent's outlook was its naive ruthlessness, its lack of compassion.

At the end of this terrible year my own dominant emotion is compassion: compassion for the victims of Sharpeville, the killers as well as the killed; for Charles de Gaulle, who saw his high and splendid purpose defiled, twisted and degraded; for the Algerian *colons* who can do nothing but fight a desperate, doomed rearguard action, not for their privileges, but for their homes, their land, their livelihoods; for the Belgians in the Congo, raped, shamed, expropriated and exiled; for crazy, blood-boultered Lumumba, an "Emperor Jones" whose faults and follies found him out very quickly; for my friends in Kenya who face economic ruin and political helotry, under the vindictive rule of men like Mr. Mboya and Mr. Gichuru; for Alan Paton, a prisoner in his own country because he spoke what he believed to be the truth while he was outside it; for the Emperor Haile Selassie, who, for the second time in his life, had to fight his way back into his capital against a usurper's challenge—did the proud, turbulent ghost of Orde Wingate ride beside him, I wonder, and was dear George Steer there to write a phantom despatch (on whose contents Printing House Square would certainly have frowned)?

I wonder if a younger generation has any idea of the complexity (and the depth) of the feelings evoked in men of my age and outlook and experience, by Haile Selassie's name. He is, of course, an anachronism in the age of the new African political personalities; he does not fit into the world of Nasser and Dr. Hastings Banda. He was and is reticent, where they are vulgarly loquacious. He was and is a civilised ruler, trying patiently, slowly and thoroughly, to bring his people out of the Middle Ages into the twentieth century, where they are demagogues, using our contemporary political jargon to further ambitions whose origins are in the Stone Age. He has integrity, honour and dignity, they are consumed by the lust for power.

It is difficult to know the extent to which last week's ill-omened rebellion in Addis Ababa had external links, or to prophesy how long, after the brief and ferocious battle which brought it to an end, the Emperor will be able to pursue the course which, ever since he was restored to his throne, he has mapped out for himself and his country. It is (to me at any rate) transparently clear that it would be utterly disastrous—for Ethiopia—if she were plunged into internal chaos and involved externally in all the shifting mess of pan-African politics. The Emperor has, for the time being, crushed the revolt, but—in view of the final holocaust in the Imperial Palace—at what cost?

The Algerian tragedy is on a far bigger scale, and its potential perils are far greater. General de Gaulle's courage and calmness, throughout his visit, were immeasurably impressive; but (this is a harsh question to ask, especially for as steadfast an admirer of de Gaulle as myself) will they prove to have been morally and practically effective? His Government is going on with its plans for the referendum early next month. By the time that these words are in print the President will have expounded his policy more than once to the nation on television. That he has the vast majority of opinion in Metropolitan France behind him is now reasonably assured; but the Algerians' reception of the referendum looks like being uniformly hostile.

The *colons* are in a desperate mood; with all their faults and failings, they are Frenchmen, and they are keenly conscious of being abandoned by their own country and their own people. It is difficult in such a situation to act rationally. The Muslims in Algiers, having been induced to show their hand, are now openly more and more hostile. The bloodshed and destruction of the days of riot have ended in a sullen, brooding truce of exhaustion. I am reminded—and it is a grim nudge of the memory—of Jerusalem in the winter of 1947-48, when hatred and fear permeated the air wherever you went in that beloved and familiar city; every relationship was distorted, every suspicion and mistrust magnified. So it is in Algiers to-day.

Will the end be, as it was in Palestine, an enforced partition, or will the *colons*, as has already been suggested in print and on platforms, pack up and go in the realisation that there is no hope for them under Muslim rule? This is the "solution" which the Muslim leaders seek; they want the *colons* out for good, bag and baggage; they want the French Army out, and they want no advisers or technicians or experts left behind. Like so many other nationalist groups since the Troubles in Ireland, they have as their slogan the Arabic equivalent of Sinn Fein—"Ourselves Alone."

The *colons*, like the Unionists in Ireland, are against the run of history's tide. The Unionists were fortunate to possess in the Six Counties an enclave into which—leaving many casualties behind among the Southern Irish loyalists—they could withdraw, and in which they made a firm, constitutionally correct stand. Partition in Ireland has endured for forty years. Nobody would call it an ideal situation, but on the whole it works. Can the French, with their passion for logic and neatness, contemplate so empirical, so ragged and so obviously illogical, a piece of political make-do-and-mend, along these lines, but on a much vaster scale, which might obviate the need for the mass withdrawal within the next twelve months, about which the more angry and despairing *colons* are already talking?

This is certainly not an academic problem for the French Government. How soon will it be before a similar question, equally brutal in its realism, confronts the British Government, as a result of its policy in Kenya? There the situation has deteriorated, and is deteriorating more and more rapidly; and one of its most tragic factors is the total disillusionment, amounting to disgust, of the white population about the British Government's attitude towards their own hopes and fears. One of my most trusted and frankest correspondents in Kenya wrote to me last week; "We are so inured to British political expediency that we are not surprised at anything which may happen. First and foremost the attitude of British people, whether they are in East or Central Africa is that Britain's word means nothing. Quite simply and quite absolutely, we mean just that—Britain's word means nothing."

That is a terrible indictment of our own Government by our own people. But I have come to believe it to be true, so far as the interests of the white minorities in East and Central Africa are concerned. They believe—and they are justified in believing—that our Government has no respect for its pledged word; and I, who helped to put that Government in office, have been compelled, by the weight of evidence, to agree with them. Could anything, for example, be more cynical—and therefore more tragic—than the series of Orders in Council published in Kenya "guaranteeing" constitutional safeguards and a Bill of Rights, which before the ink on the signatures was dry were described by Mr. Mboya as a "waste of time" because "things are changing and such matters should be left in the hands of Africans." If 1960 has been an evil year, my gorge rises at the thought of what lies ahead in 1961.

RETRIBUTION IN ETHIOPIA

The Emperor Haile Selassie, of Ethiopia, is in pensive mood as he arrives in his capital. He had flown home from his State visit to Brazil after receiving news of the revolt against his regime. On the opposite page the picture shows the body of Colonel Gebreheyou Worqineh, former Head of Security in Haile Selassie's Cabinet, hanging in Addis Ababa. He had reportedly committed suicide when trapped by loyalist troops. A crowd of citizens had asked for his corpse and hung it from the roughly-made gibbet. In the middle of last week it seemed clear that the attempted *coup* against the Emperor had failed entirely and that he was firmly in control. He had absolved the Crown Prince from any complicity in the plot

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On the slopes above the Devil's Elbow, in Glenshee, Perthshire, skiers take advantage of the recent heavy snow which, followed by a sharp frost, made conditions good for winter sports

A London Newsletter

13-15, JOHN ADAM STREET, W.C.2

HAPPY NEW YEAR? Welcome the coming, speed the parting year. No difficulty about the speeding. It was a *beastly* year, a shameful year of envy, hatred and malice and all too much violence and licence. A year outstanding for murder and killing and reckless sabotage, for impatience and indiscipline, for floods and fires, *coups d'état* and barricades, riots and revolutions; for frustration and disappointment of too optimistic expectations. Even the most level-headed and sober must agree to put 1960 on the list of history's *bad* years; and optimists can perhaps comfort themselves with the expectation that the New Year is unlikely to be worse. Of course, even 1960 had its good points, laying perhaps some hopeful foundations for better things and constructive plans for the future; but when we assess the obstacles still ahead and the time necessary to remove them, we cannot, short of a miracle, expect a very noticeable improvement in 1961. Complacency anywhere on earth seems to-day a crime against humanity. Nothing can save it from further backsliding but a change of heart in the haves and the have-nots, the white and the black populations, the West and the East, governments, if any, and the governed, if any. The ape and the tiger in mankind must be held in check, the greed and jealousy, hatred, violence and ruthlessness, that made 1960 so deplorable must be got out of our system. The scales must fall from our eyes, if we are to recognise the dangerous slopes along which we are blundering. Of course, it was mostly the headline news that made 1960 so deplorable. You must fairly admit that headlines and news broadcasts were preponderantly of crimes, murder and disaster. The news-merchants prefer it that way. It is only in sport that we breed "heroes." A majority of mankind that remain balanced, constructive, patient and peaceloving and strive and plan for better things, don't make news. Our best hope for 1961 is that this majority should receive a little of the limelight and some encouragement in the New Year.

WALKING OUT. I allowed myself to hope that a weekend at Chequers would soften the hearts, or at least blunt the arrogance, of some of those African leaders whose names are so confusing and difficult to pronounce. I had great hopes of Dr. Banda's reading of the lesson in the village church. Isaiah is always topical and often instructive, but Sunday resolutions do not always direct Monday's actions; and alas! on Monday Banda, Kaunda and Nkomo walked out of Lancaster House. On the other hand, Mr. Nkumbala, leading another Northern Rhodesia party, boycotted for a time the Conference because he was asked so late to join the Chequers party. His view, which I suppose is shared by many of these African leaders with policies so diverse, is that the only way to gain respect from the Colonial Office is to be violent in words and perhaps in deeds, but I doubt if violence attains that respect even in official circles. It does not do so in the view of the general public. When Burke declared that freedom is the only cure for anarchy, I feel sure he was not confusing liberty with licence; and since the avowed object of every African leader, whatever may be his particular *modus operandi*, is to show to the world that his followers are fit to govern themselves, it seems a pity that so many of them adopt so liberal a definition of freedom and liberty which are empty words unless wedded to self-restraint and responsibility. Tribal warfare should play no part in the politics and actions of world leaders in power or in opposition.

The bright lights of modern office blocks shine around St. Paul Development is still continuing in the area which suffered heav

HA'P'ORTH OF TAR. Writing a book holds many of the discomforts of child-bearing and the gestation period may be thrice as long. When an author has come towards the end of what is always a gruelling task, it certainly seems a great pity not to spend a few more days in meticulous revision and proof-reading. For tiresome slips, sloppy sentences and needless tautology are quickly pounced on by reviewers who may be incompetent to criticise the subject matter, and such lapses are always irritating to discerning readers. In my experience the printer's reader, nearly always highly competent and well-read, is an author's best friend, and many publishers to-day (more than in the past) recognise the importance of revision and employ a staff to assist the author. But still, ultimately, revision and proof-reading are the author's responsibility, and unless he sees that the job is done, much of the hard work he put into his book is labour lost or reward denied.

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Cathedral in London. bombing during the war

A traditional gift to London from the Mayor and citizens of Oslo, in Norway, is the Christmas tree in Trafalgar Square. In the background, left, is the church of St. Martin-in-the-Fields

Some literary critics certainly jumped heavily on Harold Nicolson's *Age of Reason* on the score of careless proof-reading. I believe he expected rougher handling from reviewers than his books usually receive, but not on that count. Certain it is that as a man grows old, the trained eye is less quick to spot typographical errors and, if the urge to write remains as impelling as ever when the labour of composition grows harder, he is inclined to write in short spasms which leads to needless tautology, or to clothe his meaning in sentences written down too hurriedly. Accordingly, the longer he persists in authorship, the greater is his need of a team of revision experts under his own supreme command. But the point I wish to stress is general and not particular. It is obvious to anyone that careful proof-reading and revision is nowhere up to former standard; whether in the most responsible daily papers or in the text and indices of authors, the howlers and slips can be counted in dozens nowadays. So indeed they can be counted in bank pass-books, which does not encourage belief of national educational advancement.

THE FATHER OF THE MAN. Psychology is even more closely studied in America than in England. The President of the U.S. "National Association for Gifted Children," a leading psychologist, has disclosed some "facts" from a fact-finding investigation. You don't have to be a gifted child if you hope to become a gifted adult. Usually the gifted adult is badly educated, hated his school and teachers, went to no university and possessed opinionated parents who kept him in order. The conditions of home-life in childhood have a direct effect on the choice of career. "Stormy" homes produce novelists, tragic homes produce humorists, poets and military leaders (strange bed-fellows) are derived from sickly boys brought up under their mothers' apron-strings. These interesting "facts" are derived from a study of the case-histories of seventy-seven V.I.P.s of many lands—a rather small percentage of headline personalities—including Adenauer, Attlee, Churchill and Mark Twain. These discovered "facts" at least supply us with the reason why all eminent old boys who give away the school prizes invariably tell the boys that they never did a stroke of work at school. They merely wish to establish their claim to have reached V.I.P. status. I daresay there have been more futile fact-finding investigations carried out in the past decade than this one, but I should be more impressed if it had ranged wider, and unearthed the childhoods of seventy times seventy V.I.P.s, chosen from the upper and the under world. It looks as if the Moriartys of crime derive from the model schoolboys and are fallen angels and cherubs.

PEER-PAIRING. No doubt at all there are more people, even to-day, burning to receive hereditary peerages than there are hereditary peers burning to surrender them, and it does seem a pity that Mr. Kenneth Snowman's excellent suggestion of an exchange, on the principle of parliamentary "pairing," cannot receive approval, to the greater happiness of both parties, the reluctant and the aspiring peer. But protocol must frown on any such new notion of "traffic in titles," and a Conservative Government would need to look very carefully into each suggested "pair." Its majority in the Upper House is probably only four-fifths of the potential strength (near danger level?); and accordingly, while they might one day consent to let Lord Stansgate go, if he paired with a Conservative aspirant, they must forever remain obdurate to Lord Hailsham's plea. Protocol and Conservative Government alike must look on the author of this bright idea as an abominable snowman, and with reason. For how can Britain bolster up what remains of its falling grandeur and importance except by brushing the moths from its ancient suits of ceremony and patching its threadbare elbows and trouser-ends, where they have rubbed against a pushful democracy-cum-equality? If privilege and aristocratic government and the glories of our blood and state are not what they were, at least we can conjure up still the brilliant days of our great houses by setting out the dinner-table with gold plate and chandeliers and covers for forty guests, though Garter Knights and Belted Earls to-day in modest cottages have more need of aprons than ermine.

CHATTERLEY'S YEAR. Lady Chatterley has seen her year out, still going strong. The Lords debated the subject and are not prepared to question a British jury's verdict or try to tamper with the new Obscene Publications Act. Lord Teviot did his best ("My Lords, what are we coming to?") and so did a few more. But Lord Hailsham carried the House with him on the legal issue that the Upper House in its role of debating society had no right to usurp the right of the House as a final Court of Appeal to upset the verdict of a British jury. So their Lordships went thoughtfully home, some of them not a little comforted with the general opinion that four-letter words should not be incorporated in debate in *their* house, and that films and discs of Lady Chatterley will not necessarily drive coaches and horses through the intricacies of the Bill they helped to put on the Statute Book.

THE OLD STAGER

NEXT WEEK'S ISSUE

TRAVEL AND HOLIDAY NUMBER

The annual section dealing with resorts, tours, travel notes and advice

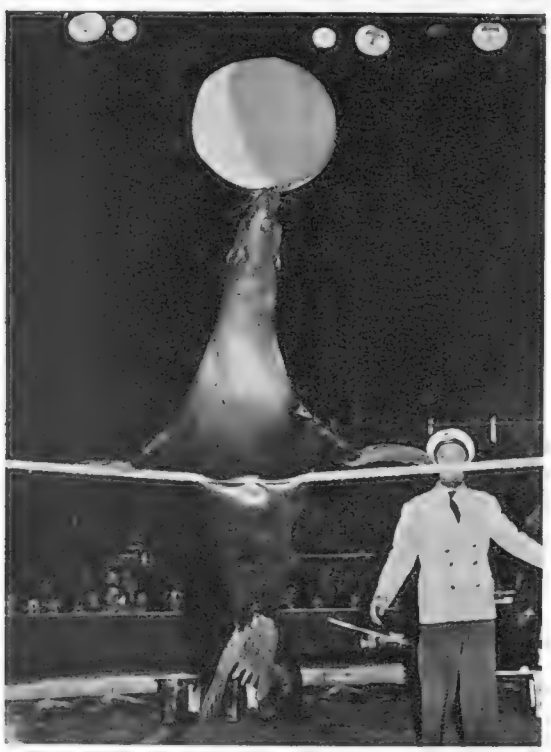
ENTERTAINMENT

BERTRAM MILLS CIRCUS

at Olympia until February 4

The circus is perhaps the most truly international of entertainments—its particular, traditional appeal cuts across language and ethnic barriers for both performers and entertained. In nothing is this so true as in that most traditional part of the circus—the clown. Coco, one of the most famous of them all, is at Olympia again this year for the thirty-fourth season of the Bertram Mills Circus. He has been with the circus for half of his life and was born in Russia, whence so many of the great clowns come. In fact, a great number of circus performers, from trapeze artists to acrobats, hail from Eastern Europe. One of the best known acts at Olympia this year is that of Josephine Berosini. Born in Czechoslovakia, she is appearing in Britain for the first time. A high-wire artiste, she ends her act by walking down a wire sloping at an acute angle to the ground, using only a feather fan as an aid to balance. Also from Czechoslovakia are trick cyclists, while from Hungary come the seven Brandts, a springboard act. But the list of performers from the Continent, many appearing in London for the first time, is seemingly endless. As usual, there are the horses, the sealions, elephants and monkeys, and this year panthers. Circus life is the endless search for the innovation, to be more daring than ever before. This year's Bertram Mills Circus is no exception.

Miss Pia is nearly hidden under one of the five Siamese elephants in her act

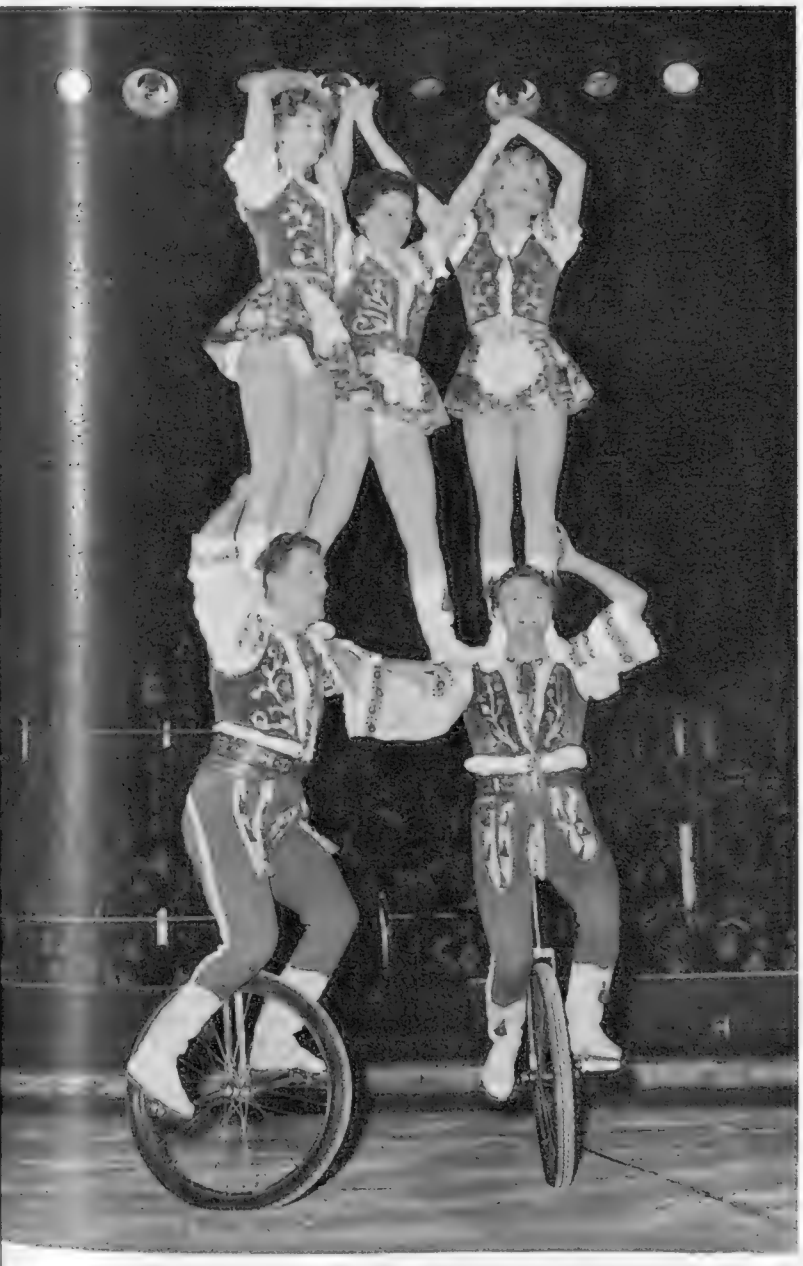


One of the performers in Danion's Sealions act

Mustapha, the horse that goes to bed

Some of Philippe Gruss's eleven panthers pose angrily on their hind legs

The Schumanns from Copenhagen put their performing horses through their paces—one of the world's most famous equine acts



The Bertinis—trick cyclists from Czechoslovakia

Douglas Kossmayer in his riding act "Roman Games"

THE VOICE OF THE COMMON

CANADA

Slightly over a year ago the announcement that it was necessary to make cut-backs in the production of uranium and the subsequent closing of some mines in Canada caused disquiet in the promising Canadian uranium industry. At the time it appeared likely that it would be a good many years before the economic use of uranium for nuclear power stations would create a sizeable market for Canada's surplus uranium. In the meantime, however, Canadian authorities have been working steadily to find new uses for uranium which would provide additional markets.

The Canadian Minister of Mines and Technical Surveys, Mr. Comtois, has now announced that an exclusive Canadian process for using uranium as an alloy in strengthening steel has been developed and is available to the steel industry.

The new development could prove important to the uranium and steel industries by opening up new markets to the former and by enabling the latter to produce a steel with enhanced qualities of strength and corrosion resistance from inexpensive plain carbon and low alloy steels without a substantial increase in costs. The discovery is the result of some fourteen months of research by the Physical Metallurgy Division of the Department of Mines and Technical Surveys into possible non-nuclear metallurgical uses for uranium.

In making the announcement, Mr. Comtois said that, in addition to the Canadian patent, world-wide patents covering the new type of steel have been applied for in the world's steel producing countries: United States, United Kingdom, Germany, Belgium, Japan, Italy, The Netherlands, Sweden, France, Luxembourg, Australia, India and Austria.

Specifically, the research programme has revealed that the addition of relatively minute quantities of uranium to inexpensive plain carbon and low alloy steels results in a steel with a greatly improved endurance limit—tensile strength ratio and increased resistance to stress corrosion in a variety of environments—and with enhanced properties at high temperatures. The demand for steels with such qualities opens up many possible new uses for uranium. Departmental metallurgists found, for instance, that the addition of small quantities of uranium to plain carbon steels tends to cut pitting corrosion which limits the use of present types of alloy steel for certain marine purposes. The enhanced fatigue resistance of the uranium enriched steel improves its performance under dynamic stress conditions; its higher resistance to stress corrosion is important for use in boilers, tubing, wire cable, and like products, and its higher resistance to corrosion fatigue is valuable in oil-well drilling, mine drilling and gear-hoisting equipment; railroad axles; and the like.

No substantial increase in costs is involved because uranium, which is an expensive alloying metal, is used in only small amounts per ton. Even for such uses as for tool steels, where larger quantities might be used, the use of uranium would still be economical. Federal researchers say they are unable as yet to forecast what amounts of uranium the steel industry will use on an annual basis; that this will depend on the extent to which steel manufacturers adopt the new process.

Left : The car park is in the centre of Elliott Lake. This is a newly-built town near Lake Huron in Ontario in the middle of the main area of Canada's uranium production

SOUTH AFRICA

The long-standing misapprehensions overseas about the coming of a Republic in South Africa should now have been dispelled. It is a pity that those responsible for propagating them are apparently paying so little attention now that they have been disproved. Many South Africans have long had strong republican aspirations, and since Union —almost fifty years ago—this whole issue has been a centre of controversy. Sharp differences of opinion, exaggerated by party political considerations, developed in the Union and in the process of time arguments used to discredit a Republic, were given credence abroad.

These gained currency, particularly in Britain, when it was announced that a referendum on the Republic was to be held in October last. And when the referendum succeeded, the questions asked were: What sort of a Republic will this be; how sharply will the new constitution deviate from the South Africa Act at present in force? The answers to these questions were not specific. However, the general prediction was that the form of the new State would be basically changed—and in a way foreign to British constitutional concepts.

But now the draft constitution has been published—and where is the basis for all these misapprehensions? Apart from substituting a President for a Governor-General, it makes no basic change in the South Africa Act. And the South Africa Act was passed originally in Britain by both the Houses of Parliament at Westminster. According to the proposed constitution, Parliament will consist of the State President, a Senate and a House of Assembly. Pretoria will remain the seat of Government, Cape Town the seat of the Legislature and Bloemfontein the seat of the Appeal Court. The National flag will remain the same. Equality of Afrikaans and English—the official languages of the Republic—will (as at present) not be subject to amendment except by a two-thirds majority in joint session of both Houses of Parliament. In fact, except for the change from Governor-General to State President and changes arising from this, the Westminster pattern of Government has been reaffirmed as the most suitable for South Africa.

Where are the predictions now? The columns devoted to pre-referendum prognostication have hardly found space to mention the new draft constitution which, after its passage through Parliament, is to come into force on May 31 next year.

CEYLON

Ceylon spent the first half of the year searching for stable government. The Island went through two general elections in the process: the first, in March, failed to give a conclusive result. In the second, which was held in July, the electors voted the Sri Lanka (Ceylon) Freedom Party to power with a comfortable majority, and gave the world its first woman Prime Minister, Mrs. Sirimavo Bandaranaike. She heads the second Democratic Socialist Government in Ceylon. The first was headed by her late husband, Mr. S. W. R. D. Bandaranaike, who was Prime Minister from 1956 to 1959.

The new Government, installed in July, embarked on a major programme of legislative reform and national development. The impact of the new policies was being felt in many fields by the end of the year. In the field of foreign affairs, Ceylon continued its policy of non-alignment with power blocs, active support of the United Nations and close association with the members of the Commonwealth. At the United Nations, Ceylon's role took added importance from her membership of the Security Council and the election of the country's U.N. representative as Chairman of the Political Committee. In the General Assembly, the Security Council and other forums, Ceylon played an active role, and was in particular very closely associated in U.N. efforts to bring peace and stability to the Congo.

The diversification of the Island's predominantly agricultural economy made progress during the year, and the Bandaranaike Government, in budgetary and other measures, sought to accelerate this process. The first two sugar factories and the first chemical plant in the Island went into production.

Plans for the establishment of several new major industrial enterprises, *e.g.* an iron and steel mill, a motor-tyre and tube factory, an ilmenite refining plant and a nitrogenous fertiliser plant, made headway. The budget allocated funds for the expansion of several industries, including cement, salt, and paper. The Island's export industries—tea, rubber and coconut—performed well. Tea exports were maintained at a higher level than in 1959. The Government continued the policy of

WEALTH

Uranium and steel in Canada; the forthcoming Republic of South Africa; 1960 in Ceylon, Ghana and Nigeria

The items in "The Voice of the Commonwealth" are contributed and do not necessarily reflect the views of the Editor of "The Sphere"

subsidising private plantation owners in measures to improve productivity and output. Trade and payments position improved, responding to several measures taken by the new Government to strengthen the economy. The drop in foreign balances was halted in November.

The budget provided for an accelerated pace of development. Both total and capital expenditure were placed at a level higher than in any previous year. Through new tax measures, some of them a departure from traditional policy, the Finance Minister sought to mobilise the fullest possible local financial resources for the country's growth. New taxation which is normally limited to raising about Rs.30,000,000 (£2,250,000) will provide five times this amount in 1960 to 1961.

More money was provided for expanding educational facilities and improving health and other social services already among the best in the East. As the first step towards creating a unified national system of education, suited to the country's present needs, the Government took over 2,500 schools previously managed by denominational bodies but financed by the State.

The port of Colombo, where handling operations were nationalised in 1957, worked faster and more efficiently. In recognition of this, foreign shipping lines lowered their charges on freight to Ceylon.

Ceylon's population pushed up to the 10,000,000 mark, and plans were made for a new full census.

GHANA

Nineteen-sixty was the year in which Ghana became a Republic under the first Constitution to be fashioned by her own hand. It was the year of a record cocoa crop. The year in which Kwame Nkrumah spoke for the first time at the United Nations. The year of the Sahara nuclear tests. Within Ghana itself, one more year of striding development that included the final stages of Tema harbour and the start of the power plant for the Volta River Project. Trade and goodwill missions from Ghana went out to several countries—one as far as Japan—and diplomatic posts continued to be set up over the globe. At home, there seemed to be an unending procession of delegations from abroad, establishing contact, seeking agreements, signing communiques. Visitors included Mr. Macmillan, Mr. Hammarskjold and—just before the upheaval in Ethiopia—Haile Selassie I. Apart from his journeys to Britain (for the Commonwealth Prime Ministers' Conference) and America (for the U.N. General Assembly), President Nkrumah's travels took in the Mali Republic and a whole range of tours within Ghana.

But despite all these events and activities, the year for Ghana was dominated by a single crisis within Africa of such gravity that it overshadowed all else. Nineteen-sixty was the year of Congo.

Beginning in July, the situation by the end of the year had threatened to become—in the words of Dr. Nkrumah—"a tragic mess." In the course of those six months Ghana could claim to have precisely the same attitude at the end as she had at the beginning. Independence had been handed over to the properly-constituted Government of Patrice Lumumba. The factions working against him—with active help from outside countries—were illegal. If independence for the Congo was to mean anything at all it was vital to clear out those who were returning to the country "obsessed with revenge, spite and utter contempt for African aspirations." Lumumba had to be released and the normal processes of parliamentary democracy restored.

In a situation where tempers were hot and emotions high, it was not surprising that Dr. Nkrumah should find himself being charged with "meddling" and "officious intervention." His reply is worth quoting:

"How can Ghana pursue an isolationist policy in African affairs, when she is committed to a policy of African unity? Why did we go to the Congo? Why send out men to distant lands, far away from their families? We are in the Congo because the freedom and independence of our compatriots are at stake. We know that freedom is not worth having if it has to be surrendered to foreign domination and control, whatever form it takes."

The Queen and the Duke of Edinburgh are with the High Commissioner for Pakistan and Begum Mohammad Yousuf who entertained them to dinner a few days before Christmas. The dinner was held at the High Commissioner's residence in St. John's Wood and among those in attendance on the Queen was Major Noor Ahmed Husain. He will be an Equerry during the Queen's visit to Pakistan next February

NIGERIA

The year 1960 was aptly described as Africa's year of destiny. For Nigeria in particular, the year can be described as a great landmark to which generations, yet unborn, will look back with pride. When, on October 1, 1960, the independence of Nigeria was proclaimed, the Commonwealth of Nations welcomed its newest member with open arms. Without bloodshed or rancour, but with a reservoir of goodwill, "the giant in the sun" accepted her new status with grace and dignity.

The goodwill which Nigerians have won for their country is not limited to Britain alone but extends to other countries within and outside the Commonwealth. There is little wonder that when the vote for the admission of Nigeria into the United Nations Organisation was put last November there was no dissentient voice, and Nigeria thus became the ninety-ninth member. No sooner had the voice of Nigeria been heard in the world assembly than members became aware of the important role which this tropical country can play in the troubled continent of Africa. Within two months, the Nigerian representative, one of the country's veteran politicians was appointed Chairman of the Conciliatory Commission in the Congo.

Just as the excitement regarding independence was fading away, Nigeria made further history by appointing one of its illustrious sons as the Governor-General and Commander-in-Chief of the Federation. On November 16 (his fifty-sixth birthday anniversary), Dr. Nnamdi Azikiwe (popularly known as "Zik"), the author, banker, journalist, politician and now statesman became the first African Governor-General in the Commonwealth.

Indeed, it can be said that the golden age of Nigeria lies ahead. With Sir Abubakar Tafawa Balewa at the head of the Government of the Federation and the Right Honourable Dr. Nnamdi Azikiwe directing the ship of State, the Commonwealth Club can rest assured that Nigeria will remain a shining star in the dark horizon on the African continent. With the passing of the momentous 1960, Nigerians are entering into 1961 with faith in the future, realising that the greatness of their country lies in their ability to maintain stability at home and making more friends to influence policies abroad for the good of mankind.

SHEPHERDS' OFFERING

The ceremony of the Offering of the Shepherds in Les Baux, in Provence, in the south of France, is said to date from the fifteenth century. Late on Christmas Eve the shepherds in their capes and their wives in Provencal costume assemble before the church of St. Vincent, high up above the town. They enter singing and when all the congregation are in their places a group of children dressed as angels announces the birth of the Infant Jesus. Mass is then celebrated, with the women and children singing hymns in Provencal dialect. The words of many of them were written by the Provencal poet Charloun, who was himself a shepherd and attended the Christmas Eve ceremony in Les Baux for seventy years.

When the Mass is over, the Offering of the Shepherds begins. The oldest shepherd goes to the door of the church and brings in a little cart illuminated with candles. It is drawn by a ram and in it is a ewe lamb. The procession moves up the aisle to the centre of the church where the shepherd takes the lamb and advances to the altar. There the priest is waiting holding the figure of the Infant Jesus. The shepherd bows three times and offers the lamb to the Child. Then the shepherd hands the lamb to another shepherd, who pays similar homage. In turn every member of the congregation, first the men, next the women and finally the children, present the lamb in the same way. The ceremony closes with the singing of more Provencal hymns.

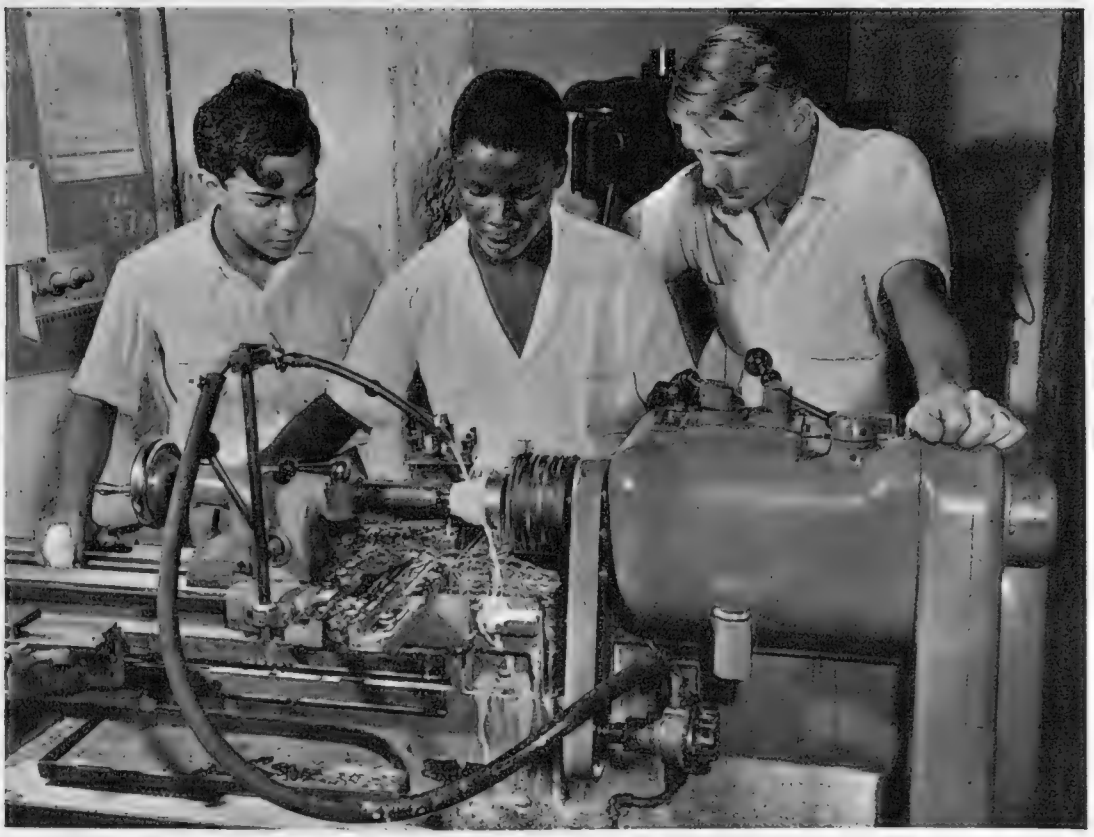
The entry of the cart bearing a ewe lamb and drawn by a ram into the church of Les Baux on Christmas Eve

The oldest shepherd carries the lamb up the aisle of the church in Provence

A woman prepares to take the lamb from a young shepherd
Below: The ceremony of the Infant Jesus and the ewe lamb

"FOUNDATION OF EVERY STATE"

A survey of how British private enterprise is aiding the general and technical education of mankind



Two students operate a power lathe in one of the workshops of the Institute of Muslim Education at Mombasa

A building class is in progress in the Kichwamba Technical School at Fort Portal, in Uganda

A class learning French uses a portable gramophone at the Achimota Secondary School in Accra, Ghana. In many parts of the African continent British firms assist in a great variety of ways towards general and technical education

The Greek Diogenes is credited with the remark that the foundation of every state lies in its education. To-day the truth of this saying is fully appreciated by British private enterprise, with its interests stretching into all quarters of the globe. What they are doing to strengthen the foundations of countries of many kinds by assisting in education is a chapter of contemporary history which is not always properly recognised.

The attitude of private enterprise was well summed up three years ago by Lord Godber, the Chairman of Shell, in his Cadman Memorial Lecture in London. In the course of it he said: "Education—and please don't think that by education I mean vocational training—broadly has two ends: to produce the right men for the right job, and to create in all people an understanding that will enable the right man to do the right job most effectively. . . . Our prosperity is identified entirely with the prosperity of the countries in which we work."

Lord Godber was speaking on the subject of "Oil and Education." His views on the part Industry must play would undoubtedly have been approved by other big enterprises such as Cement and Concrete, English Electric, and Stewarts and Lloyds, who are also engaged in the spread of education. Vast sums are poured out annually—the Shell educational budget for 1959 was over £2,500,000—and the beneficiaries are men and women of all kinds, inside the Commonwealth and outside it, in the economically advanced countries as well as in the under-developed regions.

Let it be made clear from the outset that private enterprise in forwarding education does not set out to compete with public authority or with such organisations as the British Council. British industry seeks to be complementary to the functions of these others. Therefore it does not, generally speaking, enter the field of primary schooling. Assistance may be needed in this regard when there are special circumstances, as, for instance, the development of an oilfield having led to a rapidly expanding community. For the most part industrial aid to education comes under other headings.

The establishment of scholarships is one of the simplest and most effective methods. The scholar may or may not be expected to take up a career with the donor company. The Royal/Dutch Shell Group generally follows a policy of keeping a student within his own country until he has taken his first degree. After that he may be sent for further study to Britain. In the last Academic Year there were fifty-three Shell students from overseas reading for degrees in Britain. Of these two came from Pakistan, five from Brunei and Sarawak, seven from Singapore and Malaya, nine from Trinidad, four from Ghana and twenty-two from Nigeria.

Technical education was until comparatively recently almost the "Cinderella" among University subjects. British industry has done much to put this right by endowing chairs for teaching industrial subjects and by building

(*Continued on following pages*)

"FOUNDATION OF EVERY STATE"

(*Continued from previous page*)

research departments and laboratories. These are by no means confined to the direct interest of the firm concerned. They may be projects in medicine or agriculture, which will be to the advantage of all in the particular area. In South Africa the Shell Group gave a grant to Stellenbosch University for the study of transportation as a factor in the national economy. Nor are libraries neglected. Books, especially in the newly-emerged countries, are often in short supply. Here again, industry is making considerable contributions to enable students to have the necessary literature.

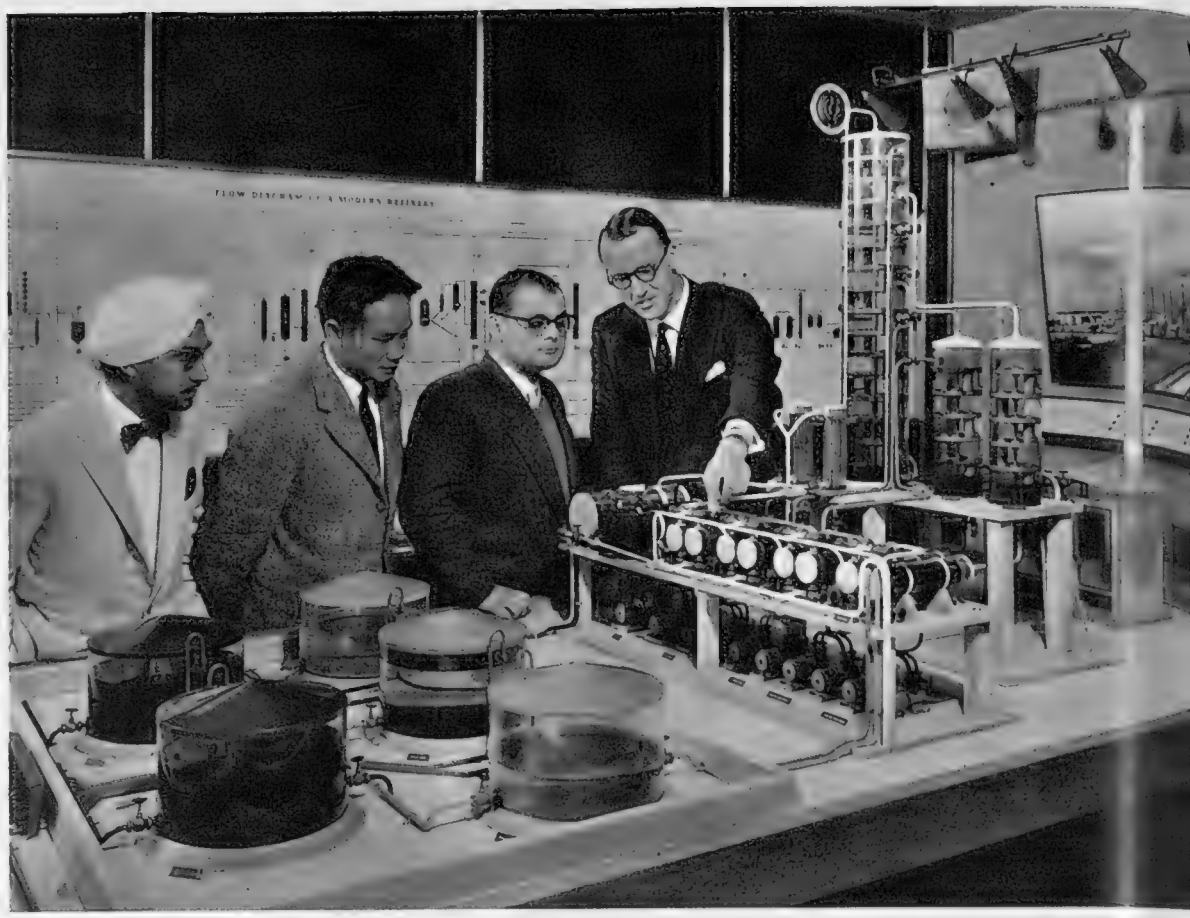
Professor Arthur Lewis, formerly economic adviser to Dr. Nkrumah in Ghana and now Principal of University College in Jamaica, has recently drawn attention to the necessity for training technicians as well as technologists. In education, he pointed out, great stress is placed on the beginning and the end, on the primary school and the university. From the latter come the technologists. But in between the two ends of the scale is the area which must provide the technicians to back up the work of the graduate engineers, planners and technologists. Five technicians are required for one technologist. Thus trades schools come particularly into the sphere of private enterprise.

In Aden the BP Company has built a large technical institute, equipped and furnished it, and presented it to the local Education Authority. BP has also endowed twelve scholarships in it. Indonesia has its own Petroleum College built ten years ago by the Royal/Dutch Shell Group. The same firm added an oil technicians school in 1958. Venezuela is another beneficiary from Royal/Dutch Shell, with a trades school.

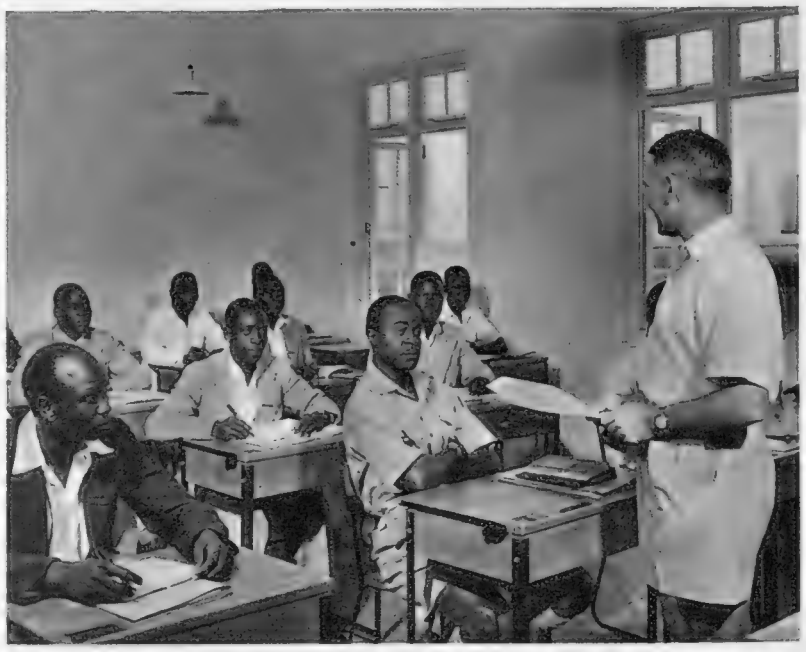
Shell and BP share a joint educational venture in Nigeria. At Port Harcourt a trades school has been set up to teach a wide variety of industrial skills. Instruction is given in specialised work, such as drilling and transportation, and in administration, the techniques of supervision and in civics. It is hoped that within three years the firms concerned will have met their own requirements to the point where up to half the places in the school can be given to training entrants for other industry and the Government. The present capacity is for fifty to sixty students each year for a three-year course. Methods of teaching have had to be devised to suit the needs of pupils who often come from primitive surroundings, where modern tools and mechanical apparatus are virtually unknown. The measure of success of the school can be judged from the figures of applicants for admission over the past two years. In 1959 there were 5,000 applicants of whom 500 were interviewed and 43 accepted. In 1960, 600 were interviewed from no fewer than 20,000 applicants and 60 accepted.

British industry gives educational aid in many other forms elsewhere in Africa. In Ghana scholarships have been endowed at the Kumasi Technical College and at the University College of Ghana. In East Africa private enterprise provides considerable support for the Royal Technical College in Nairobi and the University College of Makerere. In Rhodesia grants have been made to the multiracial University of Salisbury. Royal/Dutch-Shell has donated the engineering shop and machinery to the Mombasa Institute of Muslim Education. In various countries local social conditions often lead to special measures. Thus, in East and West Africa boys are often taken away from school at the age of fifteen or sixteen by their parents. The reason for this is the need to supplement the family income. In certain cases pupils are now being given grants to enable them to continue at school and to pay something towards their family's budget.

(*Continued on page 564*)



In the Shell Staff College at Teddington, Middlesex. Students from eighty countries have attended courses here

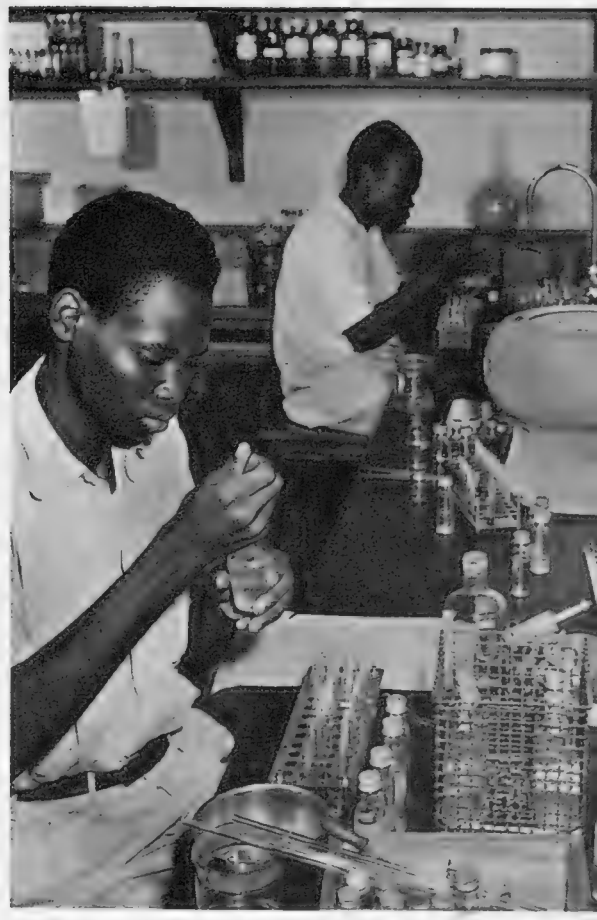


A lecture in the Chiefs' Course at the Nsamizi Training Centre, Entebbe

A Nigerian has a practical lesson at Faraday House Engineering College, London

Pakistani engineers on a ten

Instruction in progress at the Shell Training Centre at the oilfield at Seria, in Brunei

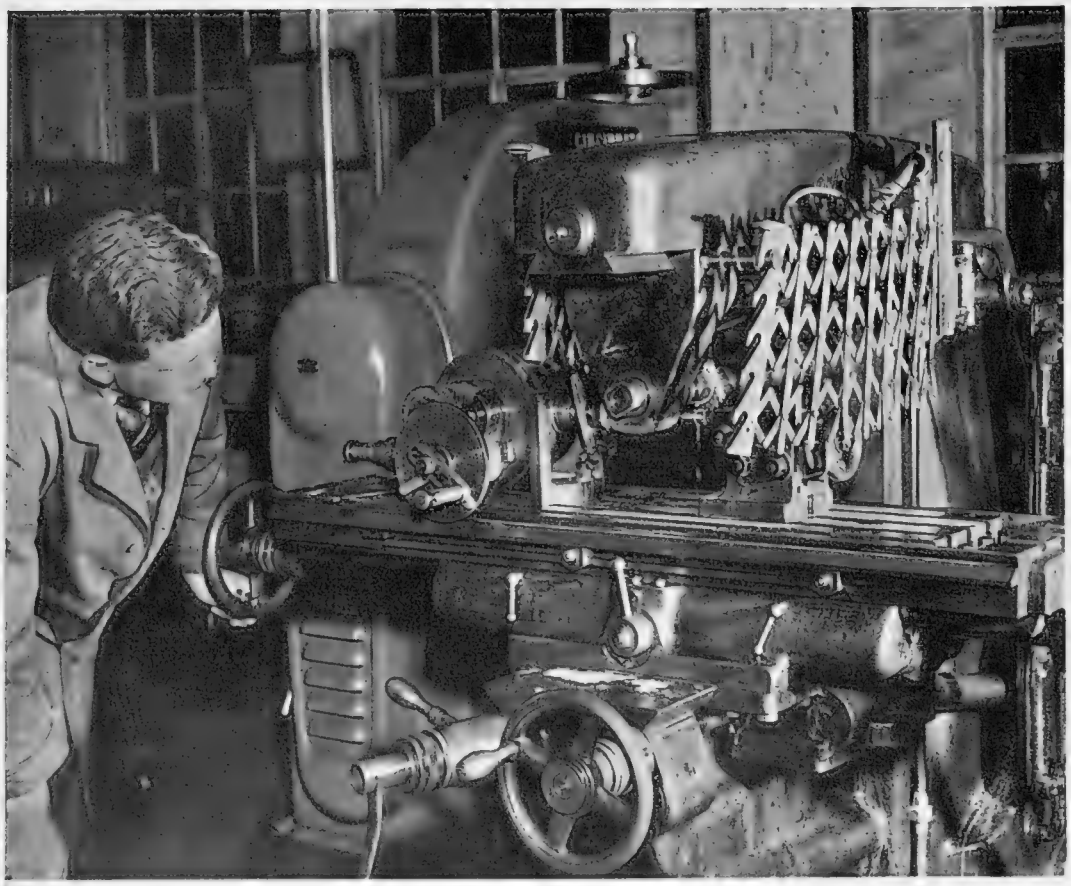


A laboratory of University College, Ibadan, Nigeria

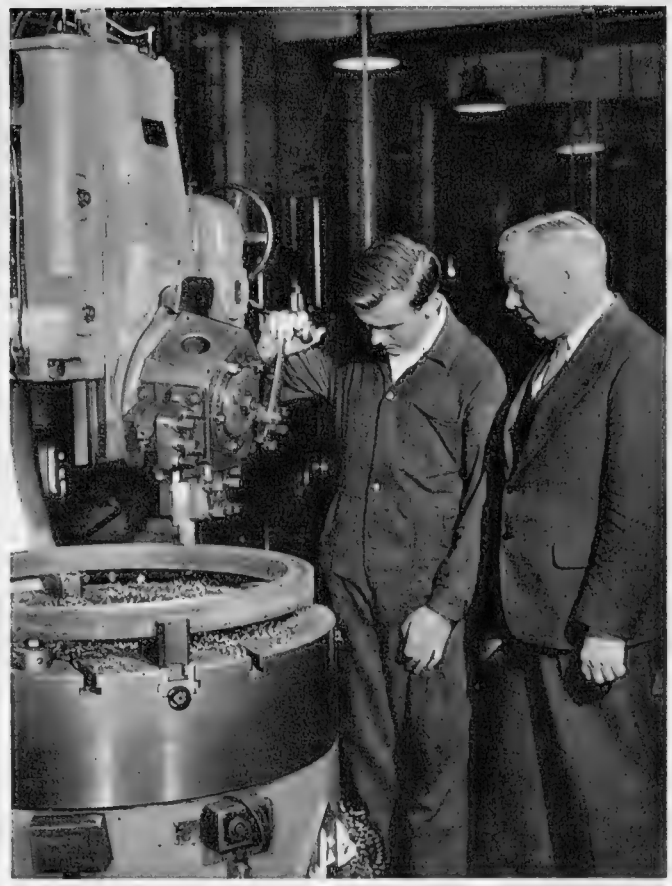
month course at the Shell Haven refinery in Essex

Undergraduates in the grounds of the residential section of the University College of Ibadan

Right: At the Training Centre on Pulau Bukom, Singapore, an instructor explains a detail of a working model of a drilling rig to a group of the oilfield's employees



A graduate apprentice from Canada gains experience in the English Electric's Training School in Britain

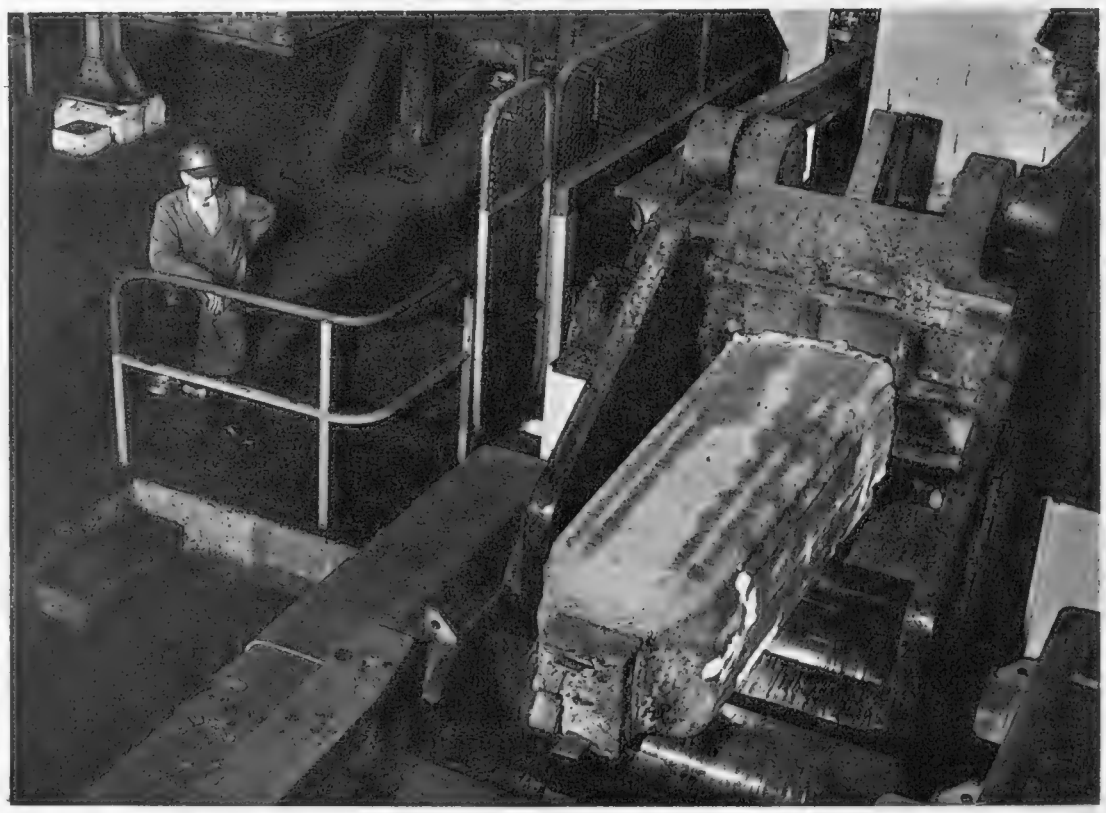


An Australian works a boring drill in the English Electric School

"FOUNDATION OF EVERY STATE"

(Continued from page 562)

Educational assistance requires careful planning and it must also be adaptable to meet changing conditions in any particular country. India is a case in point. At one time Indian engineers and technicians were frequently sent out of the country for their training. Now, as a result of India's long-term planning, the picture has altered. There is a great diversity of industry within the country with opportunities for practical training and there are four institutes of technology, 97 engineering colleges and 197 polytechnics. It is in these that British industry can best subsidise pupils. British Industry represents the modern capitalist system at its best. Its enlightened achievements in the realm of education for so many nations, are a clear answer to the propaganda of "colonialism" with which the Communists are seeking to disrupt so much of the world. It is capitalism, and not Communism, which is laying sure foundations for the future.



A young Indian watches a giant steel ingot moving along the production lines at Stewarts and Lloyds steel works at Corby, Northamptonshire. This Indian is training for the Durgapur steel works

Milking cows in the Veterinary Research Centre at Entebbe

Dr. Zielinski, Lecturer in Civil Engineering at the Technical University of Warsaw, tests a concrete beam in the Research Station of the Cement and Concrete Association at Stoke Poges, in Buckinghamshire. The station is one of the leading centres in the world for research into concrete

The gaily-decorated boats are poled through the shallow water of one of the canals of the "floating gardens" at Lake Xochimilco, near Mexico City

SUNDAY BOATING NEAR MEXICO CITY

A flower-seller is helped by her five-year-old daughter and (right) visitors choose what to buy

On fine Sundays in Mexico City, thousands of Mexican families and tourists visit the most fashionable attraction—the "floating gardens" on Lake Xochimilco, about eight miles south of the capital. They are punted in flower-decorated boats along the shallow canals—the trip taking the place of the traditional Sunday parade in most Latin American countries. The boats can carry up to twenty people and the families often take their lunch with them to eat as they listen to bands and singers. There are numerous flower-sellers and floating "street" photographers. It is possible to hire one of the boats for as little as about 30s. for two hours. All types of motor vessels are prohibited on the lake and its twenty-five miles of canals; the water is only three to four feet deep.

The area has for many years been the centre of Mexico City's flower-growing industry. Xochimilco is believed to be one of the oldest pleasure gardens in the world and was probably established in the thirteenth century. When the Spaniards arrived in the early sixteenth century, it was described as an "amazing lake of floating islands and canals." Originally the chinampas, or floating gardens, were formed by planting the flowers on mats of interwoven twigs covered in soil and rowed out into the shallow lake. An artificial canal called La Viga connects the lake to Mexico City, serving as a waterway for flower and vegetable sellers.

BRIAN VESEY-FITZGERALD

THE TAVISTOCK FACE

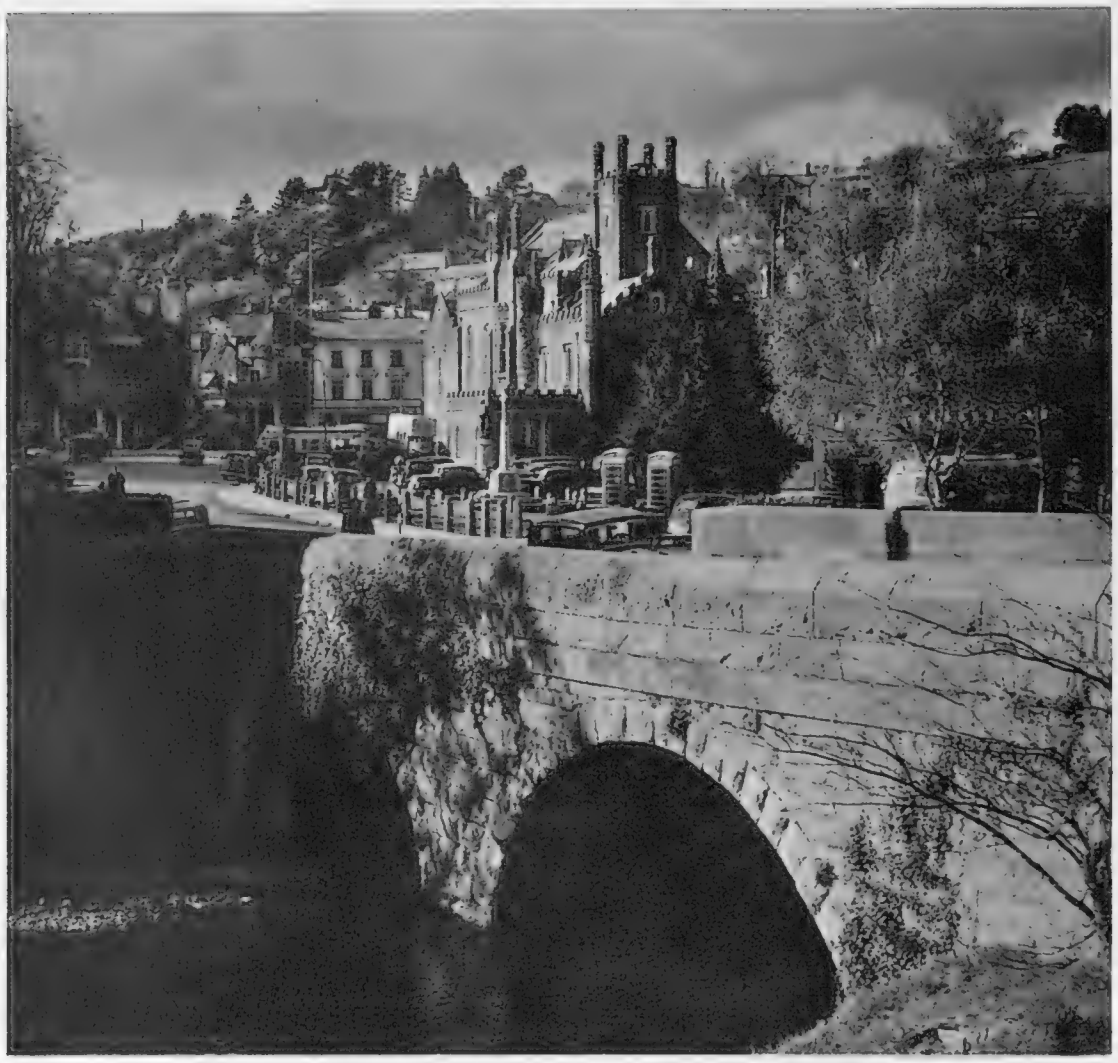
Two things about Tavistock must strike even the moderately observant traveller at once. One you notice as you enter the town from the east or north, along the Princetown or Okehampton roads—a signpost: the other as you enter the town from the west—a face.

By far the most impressive approach to Tavistock is over Dartmoor along the Moreton-hampstead-Princetown road. But this, for the stranger at any rate, is a road to be taken only in summer. At all other times it is much more sensible to take the main Exeter road through Okehampton; a few miles longer but very much quicker, and comparatively fog-free even in winter. This is a case of being wise after the event. I went to Tavistock recently, the first time I had done so in winter, and took the Dartmoor road: an experience which I am not anxious to repeat.

On the low ground it was raining hard, but as soon as the road began to climb I ran into mist and soon into dense fog. Princetown stands on a col that, equally exposed to the east and north, condenses fog about it when everywhere else is clear and, on this occasion, keeping to the road on the exposed and featureless part of the moor was a matter of guesswork. But there is one thing to be said in favour of fog at Princetown: it cloaks as grim a spectacle as England has to offer anywhere, the huge granite blocks of the prison. But as soon as I began to drop down towards Tavistock the fog cleared: it was raining again. And there was the signpost, one finger pointing straight ahead and saying, simply, CORNWALL.

I do not know all the main roads out of England. But I do not know another such signpost. Certainly there is not one which says simply Wales, and I do not believe that there is one which says simply Scotland. It is a romantic signpost, this one at Tavistock. Suddenly you feel that this little grey town is an outpost, a genuine frontier town. CORNWALL: it is another country. There is no signpost in Cornwall which says, simply, DEVON. The Cornish signposts point to Tavistock. (But I understand that patriotic Cornishmen have been urging for years past that the signposts near their border should point to England!)

All the same, coming from Cornwall into Tavistock, you are soon aware of a difference. I once read a book which maintained that there is a " Tavistock face." I remember that, at the time, I thought this was nonsense. I remember the first time I went to Tavistock being struck by the truth of it. I have been more impressed each time I have been by the truth of it. There is a Tavistock face. It is completely different from the Cornish face and completely different, too, from east Devon and north Devon faces. I do not mean to say that you only see it in Tavistock: that would be far from the truth. Perhaps it would be more accurate to call it a " south-west Devon face " rather than a " Tavistock face," but you see more in Tavistock because Tavistock is a small place. Go into the church of St. Eustace (a large fifteenth-century building which is a memorial to the one-time prosperity of the Tavistock cloth trade) and look at the Elizabethan memorial in alabaster to Sir John Glanville. There is the face: broad and powerful, good-humoured and shrewd, but very different from the Cornish shrewdness. Come out of the church and you will, I swear, meet that face within twenty yards and twenty times in the course of a short walk round the square.



The old bridge over the Tavy leads to Guildhall Square in Tavistock

I suppose that Tavistock's greatest claim to fame, certainly in the eyes of Devon men, is that Sir Francis Drake was born here. (The best-known statue of Drake is, of course, the one in that commanding position on Plymouth Hoe: but that statue is merely a copy of the one, by Boehm, which stands at the end of the Plymouth road in Tavistock.) But the really important thing in Tavistock's history is not that it was Drake's birthplace, but that there was here a great Benedictine Abbey. This is said to have been founded in 961 because of a vision which came to Ordulph, son of Ongar, Earl of Devon. It was destroyed by the Danes in 997, but was soon rebuilt and on a much greater scale.

Leland, who was meticulous about this sort of thing, says that the church was 126 yards in length, exclusive of a chapel at the end dedicated to the Virgin, and he was particularly impressed by the magnificence of the Chapter House with its thirty-six arched stalls. Tavistock Abbey was a great seat of learning, and the monks there are believed to have possessed a printing press at the end of the fifteenth century. Walton's translation of *Beotius de Consolatione*, which was published in 1525, was " emprinted in the exempte Monastery of Tavestoke, in Denshyre, by me, Dan Thomas Rycharde, monk of the said monastery."

There are now but a few fragments of the Abbey left: and those few fragments are not worth a journey to see. But Tavistock is: and this is really because of the Abbey. The town grew up around it. There would have been no Tavistock but for the foundation. The founders of Abbeys in Britain, and especially those who experienced a vision, had a wonderful eye for a site. You will not find anywhere in Britain an ancient Abbey or Monastery that is not set amidst the most beautiful scenic surroundings. This is very true of Tavistock.

At the Dissolution, the site and the town passed into the possession of Lord John Russell, later Earl of Bedford. The old town was centred on the Abbey; the modern town is centred on the square with its monument to the seventh Duke of Bedford. No one, I think, could call modern Tavistock, the town itself, beautiful. It is largely Victorian and at first sight the castellated style is, perhaps, a little sombre. But one soon forgets the style in the realisation that the Victorian builders of Tavistock achieved a perfect harmony with their setting. This and an air of spaciousness, despite the quaint and narrow streets, is a tribute to the control of careful and sensitive lords of the manor. That monument to the seventh Duke is in exactly the right place.

Coming off Dartmoor, down from the high moorland and the mist into this vale of fat meadows with its fringe of lofty woods, one enters a calm and gentle town: not in itself beautiful, but set in the midst of beauty. Life, one feels, must be a pleasant and unhurried affair in Tavistock. It has seemed to me that the only thing that hurries in Tavistock is the Tavy; and that river, it must be remembered, has the reputation of being the fastest in England. It is a brown and foaming stream. At night it can be heard all over the town and Tavistock goes to bed early. The sound makes the sleeping town still more peaceful. And at night the air is the air of Dartmoor, very thin and pure and of extraordinary strength. I have never slept so well.

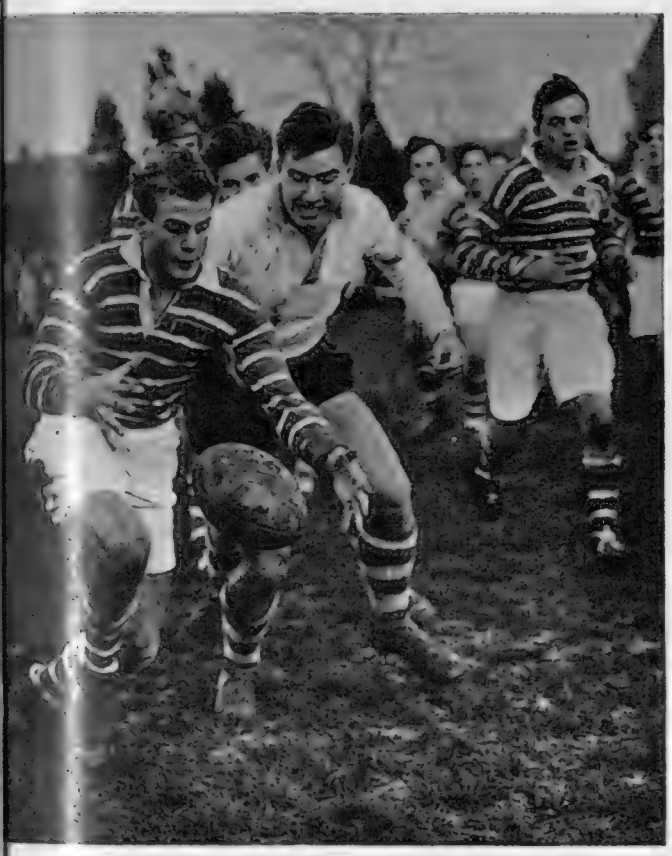
J. M. Aylwin, I. R. Carless (Radley), C. H. L. Clay

Uppingham scrum-half R. H. Guedalla passes out to his backs. Behind him is G. D. Morris (Radley)

PUBLIC SCHOOLS FOOTBALL

UPPINGHAM v RADLEY

The match was played on the Leicester field at Uppingham on a cold, miserable afternoon, but both sides produced spirited and open football. First blood went to Radley when, after about ten minutes, they were awarded a penalty. H. N. Mackeown, kicking with the wind, gained a 3-point lead. By half-time it was becoming apparent that, while Radley's backs were dangerous, Uppingham were more than holding their own at forward. For about ten minutes after the interval, Uppingham stormed the Radley line, but failed to cross it, despite some good movements. Then Radley came back with a try saved by M. J. Stanger, the left-wing. Uppingham's first-class tackling and covering prevented Radley scoring again. Later in the game Uppingham's J. A. G. Newton broke blind near the Radley 25-yard line. He passed for left-wing D. A. Ashworth to touch down near the corner. Newton's kick hit a post. He had an opportunity to level the scores with a penalty about two minutes from no side, but sliced his kick. Thus Radley won by a try and a penalty goal, to a try.



Try-scorer for Radley, M. J. Stanger, is about to be tackled by J. F. C. Haine

Two attempts to score penalty goals: J. A. G. Newton (left) fails; H. Mackeown succeeds for Radley

Uppingham forward G. G. Cullington is tackled by W. G. C. Bowles and R. S. Hiscott (right)

Right: O. H. Russell (Radley) reaches the ball in a lineout

TRAVEL

SOUTH AFRICAN HOLIDAY

By **GORDON COOPER**

When it is winter in Britain it is summertime in South Africa, and no part of the southern hemisphere is more comfortably reached than by the journey which brings you out, in the comfortable, frequent liner service, to Cape Town. The Union-Castle, Ellerman, and Holland-Afrika lines have regular sailings. Should you wish to travel out by the west coast and return by the east coast (with its varied and exotic ports-of-call), then available services include the Union-Castle, the Holland-Afrika, and Lloyd Triestino lines, which are recommended. Your travel agent can naturally advise you more fully on this side of your planning. In addition, there are the much speedier Comet air services.

In South Africa itself, I suggest you spend a week in or near Cape Town, then travel by the "Garden Route" to Port Elizabeth and on to Durban. From there, you can either join your ship, or if time allows, continue to Johannesburg via the Kruger National Park and the Hluhluwe Game Reserve. Yet another extension could be to travel north, by air or train, to see Bulawayo and the Victoria Falls. There are reasonably-priced and comfortable motor-coach tours which can bring you through from Cape Town to Durban and Johannesburg. Allowing for a short stay in Durban, this trip will occupy a pleasant three weeks. In addition, you have the choice of other itineraries, but those suggested are the ones I would recommend to the first-time visitor.

The south-western tip of Africa—embracing Cape Town, the Cape Peninsula and the surrounding countryside of the Western Province—contains so much that is enjoyable and fascinating that it is difficult to improve on Sir Francis Drake's description of it: "A stately thing, and the fairest Cape we saw in the whole circumference of the earth." It is a place of mountains and of valleys with flowers along sunlit slopes; trees, avenues and vineyards; mountain roads and old homesteads. It is bordered by the twin oceans—the Atlantic and the Indian—which meet just off Cape Point. Its shoreline is a variety of bays, headlands and long, curved beaches. Its climate is "Mediterranean," and its history colourful.

A fountain plays on the Foreshore, Cape Town, with Table Mountain in the background

A lioness in Kruger National Park

Cape Town, South Africa's oldest city and its parliamentary capital, is an enchanting place to explore. It is full of strange little streets along which it is pleasant to meander, drinking in those moments which somehow imprint themselves on one's memory: a small boy holding out a crawfish (lobster) for sale, or the gesture of one of the Malay flower-sellers offering you a bunch of carnations and smiling all the time.

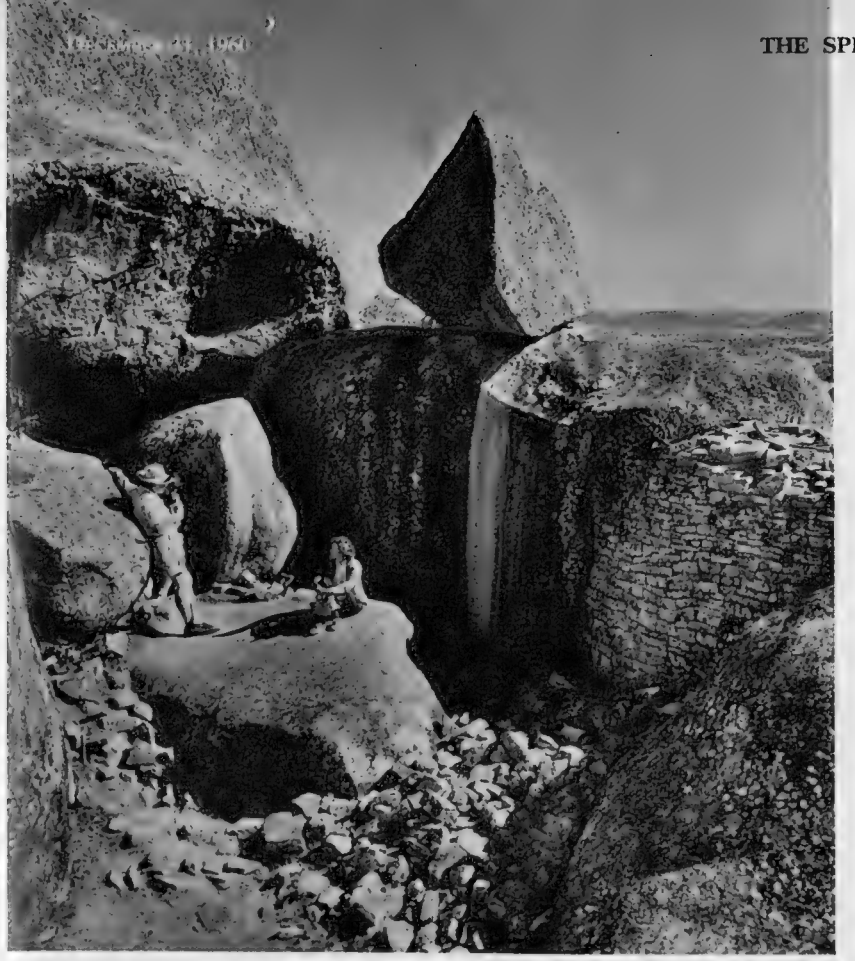
There is much to see in and around Cape Town. You will surely wish to visit Groote Schuur, a gift to the nation from Cecil Rhodes, although it is only open when the Prime Minister is not in residence; the lovely Kirstenbosch National Botanic Gardens; and make the ascent of Table Mountain (3,549 ft.) by aerial cableway. For the energetic, there is a simple and safe route on foot. A circular tour around the Cape Peninsula is most rewarding, as is Groot Constantia, a lovely example of the Colonial-Dutch style, which is maintained as a museum, while the vineyards produce the famous Constantia wines.

There are many good hotels in Cape Town, but should you prefer to be beside the sea, then I can recommend the Clifton Hotel at Clifton, a nearby suburb which faces on to the Atlantic. There are, by the way, varied entertainments in Cape Town, so your time there will hardly be dull. The city makes a strong appeal to those thinking of retirement.

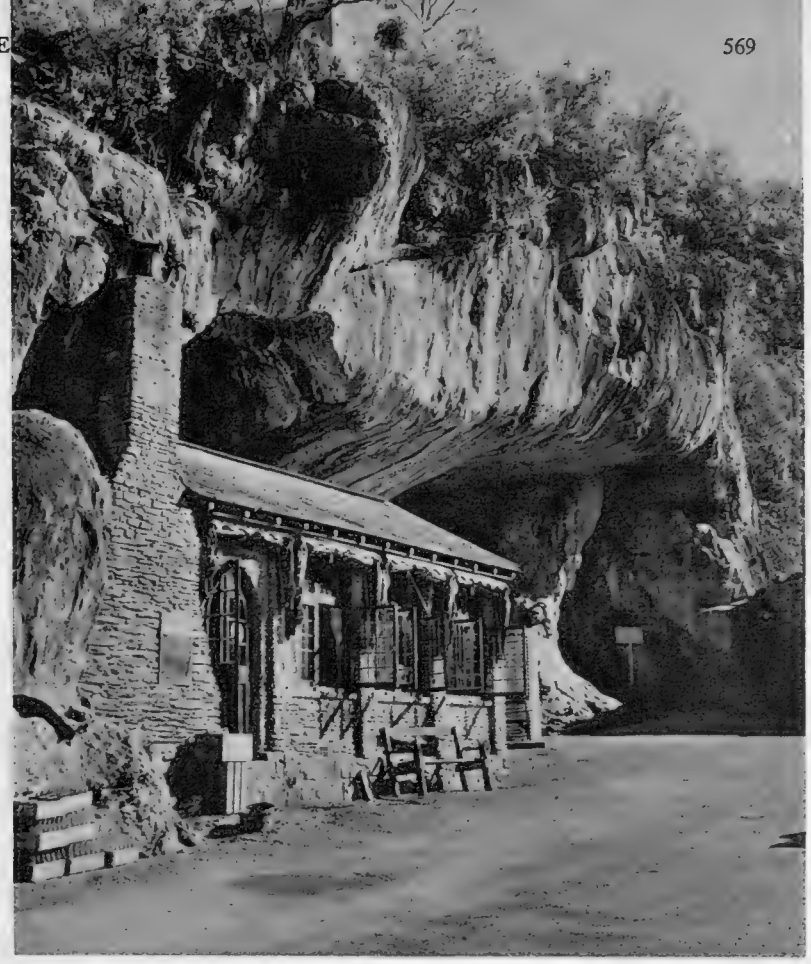
The "Garden Route" leads you along a warm and lovely coastline, past quiet little seaside villages and through giant forests with the mountains ahead and the sea a walk away. Wilderness, Knysna, George, and the ostriches at Oudtshoorn are some of the things seen; and then there are the Cango Caves, which are said to have inspired Rider Haggard's *King Solomon's Mines*. There is Mossel Bay, a popular holiday resort where the "Garden Route" really begins, with the important city and port of Port Elizabeth as its terminal. The road on to Durban generally runs inland, but dips down to the sea again at East London.

Durban is warmer than Cape Town, and its climate in mid-winter rivals that of a summery French Riviera. It is ideal for surf-bathing, while the sub-tropical surroundings offer scope for many fine excursions: the spiked Drakensberg for mountaineering and fine trout fishing; the lovely adjoining "Hibiscus Coast"; and the famous Hluhluwe Game Reserve, home of the rare, square-lipped rhino, commonly called "white." This oldest city in Natal and the biggest seaport on the east coast of Africa has everything for the tourist: good hotels, sports, entertainments, a colourful Zulu population, and a warm-hearted people.

It is hardly necessary for me to comment at length on the Kruger National Park. It is the world's most famous wild-life sanctuary. In an area of bushveld of 200 miles long by 40 miles wide, visitors may drive safely among

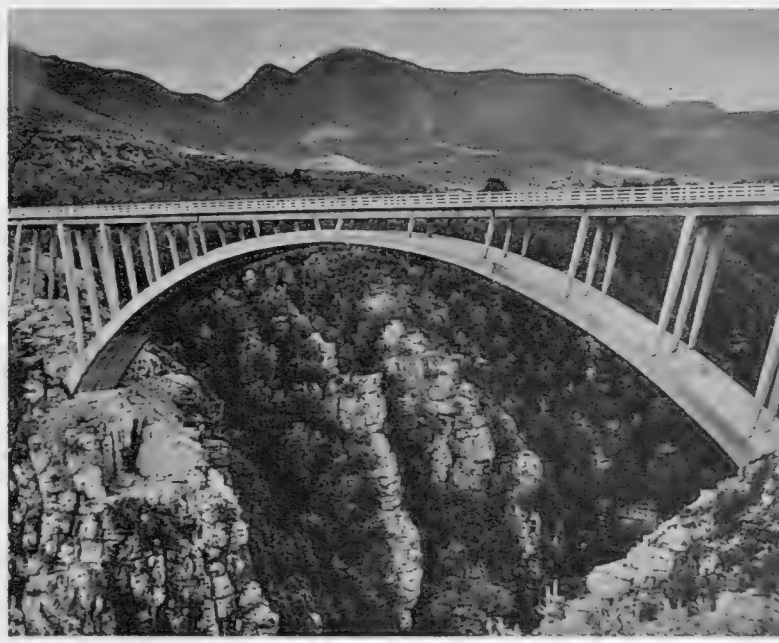


The Zimbabwe Ruins, not far from Fort Victoria, Southern Rhodesia



The Cango Caves, situated between Oudtshoorn and Prince Albert

camp in the Kruger National Park, a world-famous game sanctuary



The Paul Sauer Bridge over Storms River, 455 ft. above the river bed

elephants, lions, leopards and all the great African animals and carnivora—safe, however, only as long as you stay in your car and in the well-appointed rest camps at night.

For those readers who would like to visit Southern Rhodesia, I draw attention to inclusive tours organised by Manica (London) Ltd. (5, Fenchurch Street, London, E.C.3); a sixteen-day all-inclusive tour costs £265, while there are also twenty-one-day and twenty-eight-day tours. Departures are by air from London, and in Southern Rhodesia you are taken to the Victoria Falls, Zimbabwe Ruins, Kariba Dam, Sonoia Caves, the Matopos (for Rhodes's Grave) and the glorious Inyanga Mountains. Conditions of travel in Southern Rhodesia are comfortable and safe. This is certainly a holiday which I can strongly recommend, and having lived in that country for many years I feel you will not be disappointed.

For further information about South African travel, you should apply to the South African Tourist Corporation, 70, Piccadilly, London, W.1.

Right: The Wilderness is one of the most beautiful of South Africa's seaside resorts on the "Garden Route"

BOOKS

THE POETIC THIRTIES

Books about fishing, geese, animals, and shadow puppets; more Casanova memoirs

The '30's was a period of change, period of new forms in art and poetry and period of mounting political and international tension, foreshadowed in the Spanish Civil War and culminating in the Second World War. A period, too, in which the single most characteristic phenomenon was the growth—particularly among young people—of political awareness, amounting to an active political conscience. This is the decade of which Mr. Julian Symons has written in THE THIRTIES (Cresset Press. 25s.), and in which he has attempted to present the feeling of the times, and to make recognisable in the form of an anthology of good poetry and bad, verse and prose, fragments of social history and material of specific literary interest.

This was a time when the voice of the poet was heard in the land; the voice was often far too strident to ignore. Auden, Isherwood and Spender formed a group of friends and mutual critics; MacNeice was writing, and so was Cecil Day Lewis. George Orwell was fighting in Spain, and so, among others, was Giles Romilly. The Surrealists, who had, in fact, been painting for some years, were recognised as a "movement," and plays like *Waiting for Lefty* exhibited a fresh consciousness of class struggle. Some of the writing and the painting, the music and the poetry was very good indeed. Some has very properly faded out of memory. But I was delighted to see that Mr. Symons had disinterred two couplets of quite classic bathos. It was C. Day Lewis who wrote:

> Gain altitude, Auden, then let the base beware !
> Migrate, chaste my kestrel, you need a change of air !

and Charles Madge who wrote:

> There waited for me in the summer morning,
> Auden, fiercely. I read, shuddered and knew.

And so, from matters cerebral and artistic to matters purely natural with the next two delightful books. GONE FISHING (Heinemann. 18s.) is by Mr. William Nathan, an eager and assiduous fisherman, with all the marks of the true angler upon him: the infinite patience, the satisfaction with small prizes and the marvellous ingenuity in practical matters. Mr. Nathan, on the subject of making shapes for a sport known as plug fishing, writes with something of the joyful dedication to technical detail of a Shute, and I enjoyed his description of the finished objects as "delightfully embellished in the worst possible taste with multi-coloured dots." He was less fortunate over making spoon tackle, which he started by "abstracting" some of his mother's old dessert spoons "until my mother, a realist to the core, pointed out that the spoons were not actually old at all." Throughout the book there is a sense of buoyancy and happiness; the content of a man engaged in the best pastime in the world, in his own view.

FIELD WITH GEESE (Hamish Hamilton. 16s.) is a writer's story of the geese which she has kept for the past fifteen years, ever since she was advised with gentle authority, by a charming Wren officer, that the goose was the bird for her. And so it has proved, the original three goslings having increased to a flock of two ganders and five geese and currently standing at the number of one gander and three geese. Lyn Irvine has learned to observe the birds throughout all their changes, as they feed, as they bring up their young, as they surmount difficulties, and as they enjoy themselves in field or bath. The result is a book which is as practical as it is fascinating, well illustrated by Mr. Edward Leigh's photographs and with pleasant endpapers by Margaret Thorpe.

Yehudi Menuhin, the violinist, is with his daughter, Zamira, just after her wedding in London to Mr. Fou Ts'ong (left), the Chinese pianist

An obsession with animals as much as a devotion to them marks Miss Jonquil Antony's book, HARK! HARK! THE ARK! (Constable. 15s.), which tells something of the story of her Hampshire home and her many friends, most of which are what I once heard described as "of the four-legged persuasion." In sober, almost morbid fact, Miss Antony harbours, feeds and entertains some seventy-six creatures, all of whom mark this well, have names. I do not mean by that that they are of identifiable species such as cat, dog or hedgehog, but that they have carefully devised names of their own, apparently fitted to their natures, such as Mrs. Bangs, an old donkey, Holy Moses, a slightly dotty parrot, or Christian Clara, an otherwise anonymous puppy whose eyes shine with goodness and trust. All rather overwhelming, even between the covers of a book, but to that well-established and probably admirable

CATS AND DOGS

A selection of anthologies and handbooks

When man surveys his present attitude towards his fellow men he has no abundant cause for self-congratulation in this second half of the twentieth century. The same applies with no less force, perhaps, to his treatment of the animal kingdom. Never was the need for protective influences greater. Mr. L. G. Cashmore brings this out very clearly in his anthology DOGS THAT SERVE (George Ronald. 15s.), an account by many writers in many parts of the world of canine devotion and fidelity, qualities that are sometimes very ill repaid. Witness the dreaded Hatch-Metcalf Bill, an American measure, now passed and made law, which means that if an animal taken into a shelter is not claimed within a matter of hours it can be taken away for vivisection and experiment. The main point made by the compiler of the anthology is the role which dogs play in the life of humans. The most astonishing tale, perhaps, is that of Greyfriars Bobby, the Skye terrier commemorated in Edinburgh in 1872 for his fourteen-year vigil near his master's grave. Bobby never became a stray because an admiring Lord Provost paid his licence annually, and gave him a collar betokening his civic rights.

This magnificent sense of partnership which it is possible to achieve, is revealed with no less force by Anthony Richardson in his stirring war-time story ONE MAN AND HIS DOG (Harrap. 16s.) Heroes of this adventure are Jan, a Czech refugee who joined the French Air Force in the Second World War as an air gunner, and the motherless Alsatian pup he discovered during his wanderings after being shot down over Germany. Antis, as he named the dog, became Jan's inseparable companion, even going on bomber raids in defiance of the regulations. To-day Antis lies in a grave in Ilford animal cemetery, where the headstone records that he was a winner of the Dicken Medal—the dog's V.C. To Jan he was a devoted friend, and just for good measure another pair of eyes and ears.

Catherine Fisher has produced an illustrated guide to 135 breeds of dog, drawing upon half a lifetime's experience in dealing in particular with matters of care and management upon which she is so expert. THE DOG (Evans Brothers. 30s.) is most expertly written. Catherine Fisher keeps her language simple and ranges widely over her subject, including a valuable chapter on the legal aspects of ownership and laws (insufficient though they are) designed for the protection of the canine world. She seems to share with Mr. Cashmore the thought that man has, on balance, given the dog a raw deal.

As for the cat, however, he remains his own exasperating, independent and self-devoted self. His admirers are legion, but he no less than the dog needs more protection than the law is apparently willing to allow. Two useful handbooks on the subject of cat maintenance and care are J. P. Volrath's THE CAT OWNER'S GUIDE (University Federation of Animal Welfare. 5s.) and Dr. E. Dechambre's THE POCKET ENCYCLOPÆDIA OF CATS (Elek Books. 12s. 6d.). Both handbooks are well illustrated, and of the two, Mr. Volrath's book is probably the more practical, dealing essentially with the problems of ownership.

And now from the far from wild beasts to the not so very wild birds. Karoly Koffán, painter, engraver, ornithologist and bird photographer rolled into one, has produced a charming volume which he calls BIRDS IN CAMERA (Barrie and Rockliff. 27s. 6d.). His book is a vivid study of the secret life of birds, the result of hours of patient watching and waiting. The photographs are excitingly fresh, and one really wonders how feeding time can attain such an infinite variety. But so it is, for such poses take up a large part of the 166 illustrations in Mr. Koffán's book.

R. C. E.

breed of Real Animal Lovers, doubtless a work of enchantment.

The great thing about Casanova was that he was indefatigable. He not only chased all those ladies all over Europe to become the prototype of the chap who kissed and told, but kept his own voluminous memoirs. These have now been published in a complete and unabridged form, as translated by Arthur Machen, and with the addition of the chapters discovered by Arthur Symons, together with a supplement and bibliography. The two final volumes, V and VI, of *The Memoirs of Casanova* now appear as, respectively, IN LONDON AND MOSCOW (Elek-Putnam. 35s.) and SPANISH PASSIONS (Elek-Putnam. 35s.). Both volumes are illustrated with appropriate engravings and have a most handsome appearance. As for the matter contained within these colourful covers, I found it, as before, to be amusing for a while, then tiresomely repetitious, and, in the end, quite a bore. I am certain that it is not from any reasons of prudishness that the reader tires of the endless *amours* and seduction scenes, but because these have not half the interest of the pages on which Casanova is writing about his house in Pall Mall, or his contact with Frederick the Great in Berlin, or his theological discussions with Catherine the Great. And even such passages as these have been better done elsewhere. As may be deduced, I am no particular admirer of the Casanova technique, but will readily grant that these elegantly produced volumes, like their predecessors, have their own importance in literary and social history.

One of the constant rewards of wide and contemporary reading is the glorious variety of subjects on which people write seriously, authoritatively and with what might be called, in all sympathy, a kind of blinkered devotion. These are the specialists' books and these are also, sometimes, the books which unpredictably attract a far wider, much less informed circle of readers. In this context, for instance, I wouldn't say that there was a universal demand for books dealing with shadow puppets, yet SHADOW PUPPETS (Barrie and Rockliff. 35s.) is an amazingly, by which I also mean surprisingly, interesting volume by Olive Blackham. She knows all that there is to know about puppetry, both present and far away in the past, and writes about this form of ancient theatre which dates from at least 2,000 years ago in India or, more probably China, and which has its new and lively manifestations in our own days. Her book is a history and a guide at one and the same time. It is also a kind of exploration for the uninformed into the strange, imaginative and very exact science of an enduring branch of theatre life.

Vernon Fane

Olivia (Geraldine McEwan) and Viola (Dorothy Tutin) in *Twelfth Night*, the Aldwych Christmas production

TWELFTH NIGHT *at the Aldwych Theatre*

Viola sits at the feet of Feste (Max Adrian). **Left:** Sir Toby Belch (Patrick Wymark) and Sir Andrew Aguecheek (Richard Johnson)

The arrival just before Christmas at the Shakespeare Memorial Theatre's new London home of Peter Hall's much-praised production of Shakespeare's comedy gives London a chance to see what Stratford, Leningrad and Moscow acclaimed. First produced for the 1958 season, this enchanting youthful version toured Russia in the following winter and was revived last season with some changes of cast. For the short Christmas season at the Aldwych (until February 1), Geraldine McEwan has returned to give her wittily delicious portrait of a skittish Olivia and Richard Johnson is reiterating his youthful, foolish Sir Andrew. Set in the Caroline period, *Twelfth Night* is full of high spirits with an undertone of autumnal melancholy. Others in the exceptionally strong cast include Dorothy Tutin as Viola, Eric Porter as Malvolio, Max Adrian as Feste and Patrick Wymark as Sir Toby Belch. Some London critics have taken exception to the innovations—for instance, a young, not mature, Olivia—but there is no overwhelming textual evidence on their side, only tradition.

LEADERS OF BRITISH INDUSTRY

Photographed by Tom Hustler

Isidore Gluckstein

From to-morrow, January 1, Mr. Gluckstein will be president of J. Lyons and Company Ltd., having retired as chairman after four years' service. He spent his apprentice days in the industry of food manufacture and catering, in the kitchens of the Trocadero Restaurant. He is the younger son of one of the founders of Lyons and was born in 1890. While he was at St. Paul's School, he gained his colours for rugby and cricket: at Sidney Sussex, Cambridge, he extended his athletic interests to hockey and lawn tennis. He has an M.A. degree, having read classics and law. Mr. Gluckstein served in the First World War as a captain in the London Regiment: he was wounded on the Western front and mentioned in despatches. To complete his somewhat unusual background as a trainee at the Trocadero, Mr. Gluckstein in 1919 was called to the Bar by the Inner Temple. Moving from the restaurant, he gained first-hand knowledge of all aspects of the business of Lyons. He was appointed to the Board in 1925, became managing director in 1940, and chairman in 1956. During the Second World War, Mr. Gluckstein was behind the London County Council scheme for feeding blitzed families, and was responsible, because of wartime staff shortages, for the introduction of the self-service system in Lyons' tea shops. In his four years as chairman, Lyons has expanded with diversified interests, although still mainly concerned with food and catering. Mr. Gluckstein is married and lives in Surrey. His chief recreation is fishing and he is vice-president of the Anglers' Co-operative Association

1960—ECONOMIC BEWILDERMENT

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

Any economic situation in which the Bank of England officially explains a cut in our bank rate as being made primarily to help the American dollar must seem a moderately crazy one on this side of the Atlantic as well as on the other. With wry amusement at the apparent shift in their fortunes, Americans are already beginning to make wisecracks about "Macmillan aid." Certainly the clumsily-displayed anxiety of the United States Treasury about the disbursement of 300,000,000 dollars by Ford of Detroit to buy the rest of Ford of Dagenham made America's exchange position sound awfully precarious, giving the phrase "dollar crisis" an entirely new meaning—though still a pretty unreal one. There are countries in Europe, such as Germany, which can afford to look at America's difficulties with detachment—though whether the German Government was wise to give the American emissaries seeking co-operation such dusty answers a few weeks ago remains to be seen. Britain, however, as it moves into 1961, is not in any situation to be "holier than thou" towards any other economy in difficulties, particularly the United States. Here, we cannot quite make up our minds whether we ought to be restraining a continuing boom or forestalling an approaching recession.

Nineteen-sixty, that is to say, has offered Britain a feeling of economic bewilderment that is all too familiar, but a somewhat differently-assorted set of reasons for feeling it. We began the year with the economy surging upward at almost a record post-war rate; output was rising at about 10 per cent. a year, almost 1 per cent. every month. Unfortunately, having managed about 15 per cent. in just on eighteen months, from the end of 1958 to the late spring of 1960, this exhilarating rate of growth wholly petered out. Since May the official indicators of production have bumbled along not much better than level, and though one still has the feeling of some continued rise in industrial activity, there are probably enough industries where production now wears a minus sign to offset those still recording substantial pluses.

Did the Treasury, rightly or wrongly, bring this about itself? Plenty of businessmen in the motor industry and those making domestic equipment look no further in explaining their current misfortunes than at the restrictions on hire purchase which the Government decided it had to impose in April, having become alarmed at the vast bubble of instalment buying and consumer credit that it had blown up by measures of relaxation in 1958 and 1959, when rather too many people had never had it so good at the same time. One can certainly understand the feelings of a manufacturer of home equipment whose business has been jerked up and down so often in the post-war years, to some extent regardless of how good a product he makes or how skilfully he sets out to sell it to the public.

At the same time, the collapse of the consumer equipment boom early this summer really came about with suspicious quickness for anything the Treasury could engineer. Nobody much likes using restraints on hire-purchase conditions—except, one should perhaps say, the more sober hire-purchase finance firms. But if it worked as well for its purpose and as rapidly as that no government could ever give such a control up. There is no doubt this restriction, plus a relatively high bank rate (which increases all the rates of interest that everyone has to pay anywhere in borrowing money) and new restrictions on the lending power of the banks, have together, during this year, taken a good deal of pressure off demand in general. But one is inclined to think that home consumers were already beginning to develop a degree of reluctance to buy more equipment before the Government acted.

Buyers abroad were certainly beginning to develop "consumer resistance" to our goods without any help from the British Government. It is a sad fact that the original collapse in car sales this summer, some months before buying at home began to fall off rapidly, took place abroad—in the very United States that has of late been seeking sympathy for its own balance of payments difficulties. Detroit's "compact cars" took some time to establish in the United States market, and not all the manufacturers are sure they have the public taste properly judged yet. But by this year, with total car sales in America none too healthy, these smaller versions of the standard American automobile were beginning to make a sharp difference to sales of imported cars.

British cars suffered fairly generally in sales; so did the French Renault; only Germany's Volkswagen, that remarkable vehicle which looks out of date to everyone except the thousands who go on buying, managed to withstand the new domestic competition and went on increasing its American sales. U.S. dealers who sell imported cars had begun 1960 by building up very high stocks of foreign vehicles, to go on serving what seemed likely to be an increasing popular demand. When customers began to become more scarce for the imported automobile these dealers cut their purchases from abroad drastically. In Britain, and elsewhere in Europe, the first result was a much bigger release of cars to the home market; waiting lists evaporated in a few weeks, though somewhat unevenly in different parts of the country.

In the last three months, however, registrations of cars in Britain have been at an exceptionally low level. There was something of a collapse in second-hand car prices this summer and autumn, with a return to the kind of discounts in value after a year or two that one used to experience before the war. One result of this may have been to influence people who ordinarily change a car after a year to keep it two years. Until 1960, in post-war motoring, a car has been depreciating physically rather more in the first year of ownership than it has lost financial value; to-day, the reverse may be the case.

The people who usually sell private cars after a year are primarily business buyers, who take notice of such calculations. A summer in which these customers began buying more slowly, while private motorists were deterred by the hire-purchase restrictions, has given the motor industry its sharpest post-war slump straight from its most triumphant level of boom. Britain is a long way from anything approaching "saturation" in car ownership; but home sales of cars have fallen as sharply as those of appliances with which the homes of the country are now becoming increasingly well stocked.

Businessmen, including those same manufacturers of cars, have gone on ordering new factories and new equipment, whatever the state of their day-to-day sales; it is still very hard to discover any sign of investment plans being postponed, let alone cancelled. From the point of view of the Treasury, which has a certain amount of puritan dislike of too much frivolous consumption built into its way of thinking, there would be little reason in the home economy to start relaxing the credit squeeze. Plenty of people are on short-time this Christmas, and there have been some dismissals of quite large numbers of people. But so far they seem to be getting other work pretty quickly in most places: unemployment, still amounting to less than 2 per cent. of the employed population, has hardly begun to rise.

Though prosperity is still patchy in Britain (it was at the turn of the year, too, though in somewhat different patches) there would be nothing very worrying in this. Wage demands have not ceased or even moderated; there is still a likelihood that costs will be pushed up, and perhaps prices, too. The really worrying thing, still, is the balance of payments; this year Britain's exports have risen very little while there has been a whacking big rise in imports. This seems partly to be a matter of stocking up industry with the raw materials from abroad that we need for production here; that does not hurt. But it appears as well to denote a considerable appetite for imported goods on the part of the British public, now that we can get them—which would be fine if people abroad were experiencing a desire for the novelty of buying something British. This, unfortunately, they are not doing nearly enough.

Nobody is quite sure who to blame for this. The cars that we are failing to sell in the United States are, by and large, a considerably more impressive range of vehicles than we began to sell in growing quantities there two or three years ago. Manufacturers of capital equipment have been out in the world selling quite as vigorously as before, and probably with better delivery dates and somewhat more competitive prices to quote. It is fairly easy for any good leader writer giving it ten minutes' thought to draw upon quite a wide variety of homilies to impress upon the British businessman in deploring our failure to increase exports this year. Your correspondent, who spends most of his time somewhat less insulated than leader writers from what businessmen actually do, is less confident that he, in the same circumstances this year, would have been doing a better job.

The fact that we are not currently earning abroad as much as we spent there has been masked, this year, by a considerable flow of gold and dollars from other parts of the world which seem to have considered sterling as safe a currency as any, and one in which one can earn better rates of interest than many. Even after the latest cut in Bank Rate here, one can still get 2 per cent. more on money that one invests or lends here than in New York; that in itself explains part of the tendency for people to "get out of dollars" into this and other European currencies. Once again, in the world's financial centres, there is some talk of changes in the valuation of currencies; not necessarily the set of changes such as were sparked off by devaluation of sterling in 1949, but possibly some "up-valuation" of the German Deutschemark, the world's strongest currency to-day. But whether any such change will come depends on politics as much as on economics; the American election is past, but the German is still to come.

Prospects for 1961? It is hard to make guesses for Britain alone with this year's complications so largely international. Unless the American economy begins to move up out of its recession, countries throughout the world may be trying to stimulate internal activity by the end of the summer, if not earlier; one would expect some slight further stimulus, as well as some tax reforms, in the Budget. One would not be surprised to see some new, and perhaps more effective, stimulus offered to exports by the Government—provided the Treasury can think of anything that looks to have half a chance. But in the immediate future it is difficult to see that the Government can give "getting and spending at home" the clear, green light; it is the navigation of our trade overseas that needs most attention.

People and cars crowd the Highway before this month's opening ceremony

HIGHWAY OF THE SUN

Vehicles travel fast along the northern end of the road near Bologna

The Highway is split into two sections to cross a valley.

st and impressive bridge spans a deep valley in the open countryside of Italy between Bologna and Florence

Early this month the Italian Prime Minister, Signor Fanfani, opened fifty miles of motorway between Bologna and Florence. This is the latest stretch of the Autostrada del Sole—Highway of the Sun—to be completed. The pictures on these pages show some of the natural obstacles which the engineers have overcome in the construction of the road. Cutting straight across the Apennine range of mountains, which rise to over 3,000 ft. in parts of the area, about one-fifth of this section is made up of tunnels, bridges and viaducts. In all areas the Highway will have standard dimensions: the dual carriageways will be 25 ft. wide, and the total width of the roadway 80 ft. The maximum gradient will be 1 in 25. The completion of the road between Bologna and Florence means that motorists now have a clear run through to Florence from Milan. Further south, the section between Capua and Naples is finished. Work on the remaining stretches of the original project, between Florence and Rome, and Rome and Capua, is being delayed by rival demands from local authorities that the Highway should run through their own particular areas. The scheme is due to be completed by the end of 1963. The two main purposes of the Highway are to enable faster transportation of materials for industry by

(*Continued on following page*)

t) the roadside is banked against landslips

Cars and lorries travel along the Highway about five miles from Florence. Each dual carriageway is 25 ft. wide and has three lanes

HIGHWAY OF THE SUN

(*Continued from previous page*)

heavy lorries, and to aid tourism, which is one of Italy's chief sources of income. Shortly after the opening of the Bologna-Florence section, the Italian Government announced plans for another 2,500 miles of highway and new or improved roads. They are to be built in the next ten years, and will run across the country, to link with the Highway of the Sun. Proposals to add another section—from Naples down to Reggio di Calabria in the "toe" of Italy—were also recently made known. The first part of this, from Naples to Salerno, is in hand. Further additions to the network of motorways is expected in the form of a connection between Naples and Bari on the east coast. This would entail major excavations in the Apennines such as were necessary in constructing the section between Bologna and Florence.

The Highway is divided to cross a valley near Torrato

Minor roads are constructed to feed traffic safely onto the main road

INDUSTRY AND THE STOCK MARKET

THIRST SERVED

By "THE SPHERE" CITY CORRESPONDENT

Although there are nearly 1,000 companies, up and down the country, in the soft-drinks business, fewer than a dozen provide half the total amount of mineral waters, fruit juices and squashes consumed each year. Since it is fairly cheap to set up and run a soft-drinks plant, the small firms have managed fairly well supplying their local markets. Competition between the few big enterprises with nationwide sales has become intense in the last few years and huge sums are spent on advertising. Sales and advertising managers were set new problems by Unilever's recent decision to launch a "sachet" concentrate, cutting transport and bottling costs. But Unilever may have underestimated the difficulties, for its initial selling price has been smartly reduced.

It is a not easily explicable fact that the trade's biggest customers are in the lower-income groups. Profits are therefore closely linked to fluctuations in employment and industrial prosperity. But there has been an enormous increase in the quantity of soft drinks consumed over the past twenty-five years, with a particularly rapid growth in the last ten years. In 1924 total output was about 40,000,000 gallons; this year the figure will be well over 400,000,000 gallons with a cash turnover of about £120,000,000.

From 1943 to 1948 the industry was under strict Government control. There is a well-authenticated story told that the Ministry of Food employee who drafted the Order restricting production succeeded in making it an offence to fill one's hot-water bottle. But even after decontrol, shortage of sugar held back production for several years and it was not until 1953 that the soft-drinks war flared up. American products such as Coca Cola, Pepsi-Cola and Canada Dry were launched on the expanding British market, and some brewers, seeing a threat to their "hard" drinks, met attack with counter-attack and forged trading links with the U.S. groups.

The dominating British company is Schweppes, which owns Kia-Ora, Rose's Lime Juice, Apollinaris and others, and distributes Pepsi-Cola. Despite a falling off in sales during July, due to bad weather, the Chairman, Mr. R. Hanning Philipps, said that total sales had shown an "appreciable increase" compared with 1959. The company was founded on the fashionable taste for spa waters nearly 200 years ago when Jacob Schweppe set up a factory in Bristol with a Swiss chemist as partner to make carbonated water. It has been expanding into jams and jellies in the last year or two with the purchase of Chivers and Sons, William Hartley and William Moorhouse. Trading profits have more than doubled since 1956 to just under £5,000,000 last year.

Schweppes' most determined rival is the £47,000,000 Beecham Group, which, a few years back, saw a profitable addition to its traditional pills and potions and tooth-paste, in soft drinks. It clashed with Schweppes in 1958 for control of Thomas and Evans, the Corona business, and after a sharp little tussle over "mineral rights," emerged the victor. Matching Schweppes' distribution of Pepsi-Cola, it bottles Coca Cola and manufactures Ribena, Lucozade, Sun-Orange Quosh, Tango and other drinks. Its trading profits in the year ending last March were a record £9,000,000, although the company has not disclosed what proportion of this was accounted for by soft drinks.

The rest of the companies in the field are small in comparison with the two giants, although Tizer is a £2,300,000 affair. It has factories in London, Manchester, Bristol, Liverpool, Birmingham and other cities, and in the last few years has bought up Our Boys' Mineral Water Company in South Wales and a similar firm in Sheffield. Its profit record has been fairly erratic, earning £730,000 last year compared with £484,000 in 1958 and more than £600,000 in 1957. Idris Ltd., known for its widespread advertising, is next in size with assets of £1,800,000. Last October it bought Solo Orchards, makers of Solo brands of fruit squashes, and it controls Fling, Fresh Maid, Malvern Mineral Waters, Jubbly, and has a half-interest in Coca Cola Bottlers (Scotland), Ltd.

Edward and John Burke, of Dublin, owns Cantrell and Cochrane and has investments in several other similar companies. The Direct Supply Aerated Water Company which owns Daw's Fruit Cordials, is one of the smaller companies that has been driven hard against the wall by competition and heavy transport costs. No dividends have been paid for a number of years; 1960 trading has been disappointing, and now the manufacture of all minerals has ceased. It will continue to supply wholesale squashes and cordials, and it is negotiating to take over other businesses. After a sharp setback in 1955, Cowburns and Scotts (Beverages), of Manchester, has made a good recovery and earnings have risen from £26,000 in 1957 to £51,000 in the year which ended last March. The most recent entrant into the soft-drinks arena is Mr. Hugh Fraser, the stores chief, whose Scottish and Universal Investments is buying two small private mineral water companies, Lambs Strathmore Springs and Ferguzade.

What is to be the future of the soft-drinks industry? The bigger groups are likely to gain an increasing share of the market, with take-overs of the weaker firms. The soft-drinks market is far from fully exploited in Britain, but competition, with resulting narrower profit margins, and heavy expenditure on advertising and promotion, will probably keep earnings on a tight rein.

GOOD LIVING

by Ganymede

Even the severest critics admit that to-day London has as many good restaurants as any other great city in the world—perhaps more. Enormous strides have been made since the war not only by restaurateurs and hoteliers who provide the food, but also by members of the public, who have become much more discriminating and have created a growing demand for cooking of a very high standard.

Visitors still have one complaint—the difficulty of finding a meal during the late hours of the night. It is true that there are night clubs, but personally, I never enjoy eating where the lighting is too subdued for the proper enjoyment of food; the pleasure should be shared by several of the senses, vision as much as nose and palate. So what does the hungry visitor, or Londoner, for that matter, do when he finds himself in need of a meal at two or three in the morning, after a party, or, worse, having arrived after a long and tedious journey? I suppose, if he goes to stay in one of the big hotels, he can have something sent up to his room, as most of the big kitchens have a duty staff available. But, to the best of my knowledge, only one good restaurant is open.

The rare exception I know of is the Grill Room of the Kensington Palace Hotel, which maintains a twenty-four-hour service. There a special night staff takes over at 10.30, and you can order from an "All Night Service" menu until 7 a.m., when the normal service of breakfast starts. This menu consists of a simple, but varied, *à la carte* list, and a "special dinner" embracing a choice of soup, a substantial snack and coffee—a simple, but suitable meal for the hours of the dawn.

I gained this useful bit of information quite by chance when I was dining there a few nights ago (before 10.30 p.m.), and the subject was mentioned by M. Max, the *mâitre d'hôtel*. While he was telling me about this unique night service I was enjoying my lobster mayonnaise, which he had prepared at the side table. It was exquisite, in some ways unusual, and worth describing here. The lobsters were brought to him whole. He cut open the bodies and cut up the flesh into small pieces, cracked the claws and extracted the meat from them whole.

The chopped lobster meat was mixed with shredded lettuce, and then moistened with mayonnaise, coloured with tomato sauce and flavoured with the squeeze of oranges and a glass of sherry. This mixture, rather reminiscent of a lobster cocktail, was put on to each plate and topped with the pieces from the claws. The result was delicious, and so was the 1957 *Berncasteler* (*Lilac Seal*) we drank with it. A tender partridge for each of us and a feather-light cheese *soufflé* completed our simple meal, accompanied by a 1945 *Château Lynch Bages*.

From lobster to lobster—my next lobster mayonnaise was entirely different, but equally fine, encountered a day or two later at lunch at Maison Prunier. Here the pieces of lobster meat were merely garnished with a perfect, unctuous mayonnaise, hard-boiled egg, lettuce leaves and finely sliced cucumber. Madame Prunier, who joined us by the time our lobster arrived, was rather disappointed that we had not ordered one of the more elaborate specialities of the house. But I explained that the beauty of this lobster was its utter simplicity.

The rest of our lunch consisted of Prunier specialities, *Poulet à la Crème aux Raisins* (chicken in a wine and cream sauce with peeled grapes, served with plain boiled rice), and a quite exceptional pancake sweet, simply called *Crêpes Prunier*. Contrary to my expectations (I must admit I did expect a variant of *Crêpes Suzette*), there was no prolonged cooking over the spirit lamp. The pancakes were completed in the kitchen, and were only *flambée* at the last minute. They were rolled and filled with a *crème pâtisserie* flavoured with liqueur. This is itself a Prunier speciality, imported by Madame Prunier; called La Trappistine and made on a base of Armagnac from an old recipe by the monks of the Abbaye de la Grâce de Dieu. We drank a 1958 *Rudesheimer Rosengarten*, which had just enough fruitiness, yet was light enough to be drunk right through a workaday lunch.

I never fail to be impressed by Madame Prunier's personality; she has charm, vivacity and acumen, a very rare combination of attributes even among our leading career women. Her restaurant not long ago celebrated its twenty-fifth anniversary; she started it as a branch of the family firm in France. This was born in 1872 and now has two restaurants in Paris, managed by her son. The success which made Prunier's an established part of London life is due to her own personal enterprise. She overflows with ideas all the time and conversation with her is most invigorating. Not only has she started the unusual "On Prendra" service, which enables her clients to enjoy the specialities of the house in their own homes, but she has her own wine business as well.

This is, in fact, an organisation consisting of two firms, one shipping and wholesale, the other selling wine direct to the public. They make Prunier's independent of the wine trade, and also mean that, if you like a wine on the list, you can order it for home drinking (at retail price). As a result, the wine list is not only comprehensive, but more exciting than the average, as it has a few quite unusual items. I was interested to see, for example, a *Champagne Blanc de Blanc*, i.e., made of white grapes only, which I have only drunk in France, and which is not usually on wine lists in this country. Very little is produced of this wine, which is fresher, dryer and more astringent than ordinary champagne. There is also a still version on the list, *Vin Blanc de Mesnil*, 1959.

MOTORING

COMFORT WITH SPEED

A new standard in servicing—six minutes for 1,000 miles; and other information

By **COURTENAY EDWARDS**

It was fun driving the Facel Vega. This powerful French car, with a top speed of 150 m.p.h., is reputed to be the world's fastest production touring saloon. I can well believe it. It has a Chrysler V8 engine of 6,286 c.c., which in the car I tested—a two-door HK500 occasional four-seater with four-speed synchromesh gear-box—is fitted with two Carter four-barrelled carburettors and develops 385 b.h.p. That is considerably more power than any of this year's Grand Prix cars had to play with.

It is a tremendous motoring experience to be at the wheel of this fast, muscular car with the open road stretching ahead. For the Facel does not merely pack a hefty punch. It is docile, quiet and offers armchair comfort. The gear-box, adapted from the one designed for the last of the Grand Prix Gordinis, and with really efficient synchromesh on all gears, is a joy to use, with the short lever set at an odd but most convenient angle. The brakes, too, are superb. They are Dunlop discs, with vacuum servo assistance of a quality which produces impressive results from even gentle brake pressure. With anchors like this you can give the Facel its head with more than usual confidence. I didn't try to equal the performance of my Belgian colleague, Paul Frere, the racing driver, who, on the Ostend motorway last October, clocked 149 m.p.h. in the very same car on a wet road. My fastest speed during a memorable run of nearly 400 miles to the West Country and back was 115 m.p.h. on Salisbury Plain, though twice I found room to touch 100 m.p.h. in third gear.

I certainly had no chance to go fast on my after-dark outward journey to Somerset. I had to drive through a blizzard in Berkshire and thick fog in Wiltshire. Yet, although I was in a big, heavy, powerful car with which I was unfamiliar, the Facel did not give me a moment's anxiety. With the heater on and the radio playing it was like being in a snug sitting-room which had suddenly grown wheels. The variable-speed wipers had no difficulty in keeping the screen clear of snow and the built-in foglamps later blazed a safe trail through the swirling fog.

The Facel, which has a conventional rear axle with semi-elliptic leaf springs, held the road well at all times, even on unexpected corners; and the steering seemed just right at all except the lowest speeds. On dry roads in daylight, on the return journey, the Facel showed the other side of its rich personality and became, at the slightest provocation, a rip-roaring projectile, gobbling up the Wiltshire miles at cruising speeds which the car's stability and quietness made almost unbelievable.

In Britain, where high-speed roads are still difficult to find, the fantastic acceleration of the Facel is even more impressive and useful than its quick top-speed stride. You can get from 0 to 50 through the gears in seven seconds; hurtle from 0 to 100 in just over 21 seconds; cover a standing ¼-mile in 16½ seconds. It is not surprising that owners of these cars include people like Stirling Moss. One of the most recent buyers is Brian Rix, the actor. Dave King, of TV fame, has one. So has Mr. Christopher Soames, the Minister of Agriculture.

The one I drove belongs to Mr. George Abecassis, former racing driver, now chairman and managing director of H.W.M. Ltd., of Walton-on-Thames. As Facel concessionaire for the U.K. and many parts of the Commonwealth, he recently formed a new company to handle these cars: InterContinental Cars Ltd., of Egham, Surrey. "Since I gained the Facel concession in 1958 I have sold about 100 of these remarkable cars," he said. "Contrary to what many people think, they are not sports cars. No attempt has been made to build down to a certain weight. With such a lusty engine they didn't have to. It is a car built to last." I asked George what sort of people buy the Facel. "The image we have," he said, "is of a bustling young executive of about forty-eight, on the board of a solid industrial concern in the Midlands or North of England." There may be some connection between this and the fact that the HK500 costs £4,739 17s. 6d. (including £1,394 17s. 6d. tax) whether you choose the ordinary or automatic gear-box.

The car's kerbside weight is 36 cwt. and its overall dimensions are: length 15 ft. 1 in., width 5 ft. 11 ins., height 4 ft. 5½ ins. Ground clearance is 5½ ins. and the tank holds 22 gallons to cope with a fuel thirst which needs a gallon every 15 miles or so to quench it. This is a cosmopolitan car. It is built in France with an American engine, English brakes, Italian wheels and Belgian windscreen. My only criticisms are the heaviness of the steering at low speeds (power assistance is available for £148 extra), the large turning circle of 38 ft. and the inaccessibility and ineffectiveness of the handbrake. The car is built by a big French industrial firm famous for body pressings, precision components for aircraft engines and stainless steel products.

The Facel Vega HK500—a snug sitting-room on wheels

A Ford main dealer, Lamberts, of Kingston-on-Thames, one of the biggest in the country, has set a new high standard in car servicing. At a cost of nearly £50,000 the directors of this firm—Mr. Douglas Watson and Mr. A. S. Williams—have installed a "flowline" or "rapidflow" servicing system capable of dealing with 184 Ford models in an eight-hour day. A 1,000-mile service is completed in six minutes and the 5,000-mile check-over takes only an hour. Cars come off the two separate servicing lines at three- and twenty-minute intervals respectively. "It is an entirely new concept of service for the motorist," said Mr. Watson, though he acknowledged he had received the inspiration from the Ford main dealer at Woodford, Essex.

"Most of our customers still make appointments but we are reserving short periods in every hour for casual callers desiring the 1,000-mile service. One of our problems is finding parking space for the cars after they have been serviced, so we encourage customers to wait while their cars are being seen to. We offer a 10 per cent. discount on all services up to the 1,000-mile check if the customer waits for his car and pays cash. We have provided a coffee bar where they can sit and watch our mechanics actually working on their cars. There is even a sixpence-in-the-slot coffee dispenser with a phone-type dial on which you select black or white coffee and decide whether you have it with or without sugar."

Castrol have co-operated with Lamberts in equipping their new servicing lines. The right kind of lubricants for sumps, gear-boxes, back axles and chassis nipples are fed to the servicing pits through special hoses. Lamberts have installed the latest test equipment for their new system. It includes the "Dynavision" engine analyser which diagnoses engine faults with uncanny speed and accuracy and there is a special dynamometer for road-testing cars without the necessity of taking them out of the garage. The car is put on rollers and by pressing a switch mechanics can "feed" any kind of gradient into the dynamometer.

When I went along to inspect the new facilities on the day they were officially opened by Mr. John Boyd-Carpenter, the local M.P. who is Minister of Pensions and was formerly Transport Minister, I was particularly interested in the firm's new "rattle finder." It is a German appliance which jacks up the car and by means of an electric motor vibrates it at any desired frequency. The mechanic sits in the car and presses a button to regulate the speed at which the car is being "shaken." In this way it is easier to locate a rattle than by taking the car out on the open road. Apart from saving time the "flowline" method also cuts down cost. The average saving to the motorist on the 5,000-mile service is about 10s.

Briefly. . . . Mr. Claude Haardt (promoted to chairman) has been succeeded by Mr. Jean Ordner as Managing Director of the British Renault organisation; Mr. Ernest Marples, the Transport Minister, has announced that 149 miles of motorway are in use in Britain with another 88 miles under construction; and Frederick Muller have published *The Book of Sports Cars* (3½ gns.), a 700-page world encyclopædia on the subject. . . .

I recommend the new M.B. sealed-beam torch with a trouble-free, nylon, rotary-action switch (Bardic, Ltd., Northam, Southampton) (price 33s. 9d.); Yeoman Credit announce that Roy Salvadori and Joakim Bonnier will be driving 2½-litre Cooper-Climaxes for them in the New Zealand Grand Prix on January 7; and Mr. Douglas Armstrong has been elected chairman of the Guild of Motoring Writers for 1961. . . .

By winning Australia's tough Alpine Rally, a Singer Gazelle gave the Rootes Group its fourth major motor sport success in as many continents in three weeks; the Ministry of Transport is being moved from Berkeley Square, W.1, to St. Christopher House, a new office block in Southwark Street, S.E.1, on the other side of the Thames; the A.A. have obtained £7,000 compensation for personal injuries and loss of earnings for a member whose car was in collision with a bus. . . .

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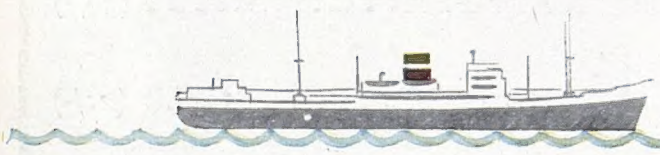

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